

# Navy News

DECEMBER 1978 5p

## Sea Harrier makes first deck landing

A quiet-looking picture, but an exciting moment for H.M.S. Hermes and the Fleet Air Arm as a Sea Harrier, the first to land on board ship, comes up the after lift for one of its seven sorties during trials in the Moray firth.

Picture: LA(Phot) Danny du Feu.



A Sea Harrier and four Harriers on board H.M.S. Hermes were a sight to cheer the Fleet Air Arm during trials from November 7 to 17 in the Moray Firth.

Initially the trials were with three Harriers (two two-seaters and one single-seater), but on Monday, November 13, the Sea Harrier made its first ever landing on board ship, bringing the total to four. Then with the arrival of a third two-seater Harrier, the total was raised to five.

### NEAR GALE

On November 14 the Sea Harrier achieved another "first" by landing over the bow of the Hermes as the ship steamed down-wind in near gale-force conditions.

The trials were a great success, more than 80 sorties being flown, including seven by the Sea Harrier, which arrived on board the Hermes direct from R.N. air station Yeovilton.



Vice-Admiral Sir Desmond Cassidi "... we are very much alive and kicking; in fact going from strength to strength."

# WE'RE FLYING HIGH!

As Britain's first Sea Harrier made its inaugural sea flight from the deck of H.M.S. Hermes off the east coast of Scotland in November, the shape of the Royal Navy's air power in the 1980s was being proclaimed.

Vice-Admiral Sir Desmond Cassidi, Flag Officer Naval Air Command, told 80 media representatives at Yeovilton:

"With the Ark Royal going, it is a sad fact that some people seem to envisage the end of the Fleet Air Arm.

"On the contrary, we are very much alive and kicking; in fact going from strength to strength.

### New ideas

"The Navy is being re-shaped to take advantage of new ideas and resources and we are confident that in techniques and quality we are second to none."

Vice-Admiral Cassidi said that in the 1980s the Navy expected to have a front-line force of nearly 150 aircraft, including five squadrons of anti-submarine helicopters, 50-60 smaller helicopters embarked in frigates, three Sea Harrier squadrons, and two squadrons of larger helicopters working with the Royal Marines.

This was apart from about 100 support and training aircraft.

### Front-line

The Sea Harrier, 35 of which have been ordered initially to equip three front-line squadrons and a training squadron or headquarters, will provide the organic fixed-wing air power for the Fleet in the 1980s.

Next June, the Naval Intensive Flying Trials Unit for this aircraft will form at R.N. Air Station Yeovilton and by 1980 the first squadron of eight is expected to join the Hermes. Eventually, Harriers will be embarked in ships of the Invincible class.

### Navy Boat Show

The Royal Navy will provide the central theme of the 25th London International Boat Show next month, occupying a prestigious pool-side position at the heart of the Earls Court event from January 4-14. Full story — Page 18.

## Navy News price rise

For more than 11 years Navy News has cost 5p a month — or the equivalent in "old" money. Unbelievably, the paper has held its pre-decimalisation price of a bob for all those years. In these highly inflationary times, that must rank as something of a record, and each month letters arrive in the office telling us what a bargain the paper is, and how much it is enjoyed.

During the 11 years the rates paid by our advertisers have risen many times. Now, finally, the time has arrived to increase the price of the paper.

From January 1979 your Navy News will cost 10p, a figure which will still compare favourably with large numbers of newspapers and other publications. We are sure that readers will fully understand how economic factors have eventually forced the increase. We are confident, too, that they will still regard the paper — packed as it is with news, pictures and features — as outstanding value and essential reading, for everyone serving in or associated with the Royal Navy.

See you in 1979 . . .

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Ark's farewell to Malta — Page 11



Sad though it may be that H.M.S. Ark Royal is on the way out, here's a happy picture of a homecoming sailor loaded down with Christmas "rabbits". The colourful collection is being supported by LA (Phot) Colin Watmore. We wish all our readers and advertisers a Happy Christmas and prosperous New Year.

Picture: CPO (Phot) Mike Gilbert.



# Sheffield's a big hit on Radio One

Radio One and its Hairy Monster, Dave Lee Travis, now have their own destroyer, H.M.S. Sheffield. They adopted the warship during D.L.T.'s live two-hour Breakfast Show broadcast from the ship.

The show went out from the junior rates' dining hall on November 10, and by all accounts was regarded as the best ever.

The broadcast enlivened the Sheffield's two-month spell alongside at Portsmouth for a massive Seadart modification and assisted maintenance period.

## CYPRUS VISIT

Taking the opportunity, Shiny Sheff sailors ranged far and wide, the activities of various parties including the diving team's three weeks in Cyprus, four men's month with the affiliated Army unit, the Chestnut Troop Royal Horse Artillery (also in Cyprus), and valiant work redecorating Sheffield Sea Cadet headquarters and some of the "Cherrytree" charity homes.

VIP visitors included the Commander-in-Chief Fleet, Admiral Sir Henry Leach, who presented the Fleet Naval Gunfire Support Trophy which the ship had won.

## London has a capital time

H.M.S. London had a busy time in London when she paid a visit to the capital from November 8 to 14.

First to visit the ship, which was berthed in the Pool of London alongside the cruiser H.M.S. Belfast, was Princess Alice, Duchess of Gloucester. The Princess inspected the ship, and was entertained to lunch by Capt. David O'Sullivan, the ship's commanding officer.

## FILM MEN

The London also had a visit from Admiral of the Fleet Earl Mountbatten of Burma in his capacity as president of the Royal Naval Film Corporation. He was accompanied by senior executives of the film and television industry.

Other visitors included children from the Save the Children Fund who visited the ship on November 9. The ship was open to the public on two days.



The 17th activation of the Naval On Call Force Mediterranean has meant an interesting spell for the R.N. representative ship, H.M.S. Aurora, pictured here entering the Italian fortress port of Taranto. Other ports so far visited have been Izmir and Antalya, with the programme also including Toulon and Palermo.

Ammunition Technician Sgt. Steve Mason of the RAOC, turns to with members of H.M.S. Galatea's diving team to prepare 300lb. of explosives for the blowing up of an underwater wreck off Cyprus. Picture: John Chambers

## Family visit for Galatea at Cyprus

Several hundred families and personnel had a welcome aboard H.M.S. Galatea when the frigate called at Cyprus.

With a heavy swell running, the commanding officer, Capt. A. R. Barnden made a reluctant decision to anchor off, instead of berthing alongside Akrotiri jetty.

However, with the continuous support of 10 Port Squadron's Royal Corps of Transport craft, a shore-and-ship ferry service gave visitors the genuine flavour of a life on the ocean wave.

## SPORT

The Galatea fielded teams to play soccer, rugby, hockey and squash against local sides, as well as surviving non-stop late-night hospitality from RAF Akrotiri, hard on the heels of an all-go week "showing the flag" in the Israeli port of Haifa.

There was also a mixed gang big bang, when the ship's diving team co-operated with the Royal Corps of Transport and the Royal Army Ordnance Corps to blow up a hazardous sunken coaster off Paphos, at the request of the Cyprus authorities.

## Royals guard Royals

To a rousing chorus of "A Life on the Ocean Wave," the Royal Marines mounted guard at Buckingham Palace on November 4 — the first time in 43 years.

Preceded by the staff band of the Royal Marines School of Music, 180 officers and men of 41 Commando entered the North Gate of the Palace forecourt, watched by a huge crowd of Londoners and tourists.

The Royal Marines, who shared duties with the 2nd Battalion Coldstream Guards, also mounted guard at St James's Palace and the Tower of London. The period included the 31st wedding anniversary of the Queen on November 20, and ended on November 30.

## BRERETON LEAVES THE SQUADRON

After six years with the Fishery Protection Squadron, H.M.S. Brereton is due to leave in January for refit at Gibraltar, to be followed by service with the Royal Naval Reserve.

As the longest serving member of the Squadron, the Brereton steamed almost

135,900 miles, surviving two near disasters — a collision with a Danish fishing vessel and a fire.

Since becoming affiliated to Peel, Isle of Man, the ship has visited the island several

times. The last occasion was marked by the presentation of a gallon whisky bottle containing more than £100 to the Peel lifeboat. The money was accumulated by all members of the ship's company as a result of various fund-raising efforts.

## SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should write to the applicant direct.

LRM (A) T. A. Collins, c/o 771 Sqn. R.N. air station Culdrose, drafted Portland, small ships flight. Will swap for any Culdrose draft.

LS(R) L. Keller, 3P Mess, H.M.S. Berwick. Will swap any Plymouth long refit or shore base.

WRENWTR (G) (AB) V. E. Rabbich, F.T.G. Portland, Extn. 2388, drafted H.M.S. Neptune Jan. Will swap any Portland or Yeovil draft.

AB(M) Brooks, Range Party H.M.S. Cambridge, drafted H.M.S. Fearless, Jan., refitting Portsmouth. Will swap any Plymouth ship or shore base. Replies: 11 Mills Road, Devonport, Plymouth.

LMEM J. Jackson, 3M Mess, H.M.S. Rhyll, Chatham, due long refit. Will swap any ship on deployment or single billet abroad.

RO(G) D. Newlands, Balmacara House, Balmacara, Ross - Shire, Scotland, serving B.U.T.E.C. Kyle of Lochalsh, drafted Common Gibraltair, Feb. Will swap any U.K. shore base, preferably Scotland.

ALMEM A. Wallace, (MEOW) H.M.S. Broadsword, c/o Yarrow (Shipbuilders) Ltd., Glasgow, ship completes building early 1979 moves to Devonport. Will swap any ship shore draft except MEOW draft.

NN (Sen OND) L. A. Codrington, Medical Centre, H.M.S. Dryad, Telephone: Cosham 70991 Extn. 489, drafted R.N.H. Stonehouse Jan. Will swap for any Portsmouth base or R.N. Hospital Haslar.

AB(M) G. Groult, 11 Mess, H.M.S. Achilles, due to deploy early 1979. Will swap for any ship anywhere, prefer Portsmouth or Chatham refit.

MEM1 C. Ripley, (AMC), 4 Mess, H.M.S. Arrow, due Far East deployment May. Will swap for any Devonport ship home waters, or shore base.

LS(M) J. G. Ison, (SG\*), 5NZ3 Mess, H.M.S. Ark Royal, drafted H.M.S. Laymoor, over six months, attached to H.M.S. Neptune, April. Will swap for any Devonport ship or shore base.

POAF J. Lawrence, 2L1 Mess, H.M.S. Ariadne, due to deploy Europe and U.S.A. with STANAVFORLANT. Will swap for small ship's flight or frigate in home waters, Portland, Devonport or Portsmouth.

CK N. B. Jarvis, 3E Mess, H.M.S. Ariadne, due to deploy Europe and U.S.A. with STANAVFORLANT. Will swap any Portsmouth ship or shore base.

OEMI C. J. Moody, 63, Oval Gardens, Alverstoke, Gosport, due to join H.M.S. Danae April. Will swap for any Portsmouth ship, Chatham or Portland also considered.

AMNI (AE) T. Bevan, CPOs' Mess, H.M.S. Gannet, Monkton, Ayrshire (819 Sqn). Will swap any Portland or Yeovil draft.

POCK C. W. Edwards, PO's Mess, H.M.S. Amazon, drafted R.N. Supply School H.M.S. Pembroke Jan. Will swap Devonport shore base or ship in refit.

POCK R. A. Rlach, Wardroom Galley, H.M.S. Dryad, drafted H.M.S. Bacchante Plymouth foreign deployment October. Will swap any Portsmouth ship.

ALMEM D. Moxon, 3K Mess H.M.S. Dido, foreign deployment May, seven months. Will swap any shore base or ship in refit or ship in home waters any area.

MEM1 C. E. Hilbourne (AMC) 3, Cooper Road Dargats Wood Estate, Chatham, Kent, drafted H.M.S. Minerva refitting Chatham, next year Plymouth based. Will swap for Chatham ship or shore base.

LWRENWTR (S) C. P. Martin, H.M.S. President, Furse House, 37 Queen's Gate Terrace, Kensington, London SW7 5PN, serving in MOD Defence Staff (CDS). Will swap for Portsmouth area.

RO1 (G) P. A. Crone, H.M.S. Blake, drafted CINNAVHOMEB Feb. Will swap for H.M.S. Mercury.

LCA R. J. Reid, 3E Mess, H.M.S. Ariadne, due to deploy Europe and U.S.A. with STANAVFORLANT. Will swap for any Portsmouth or Chatham ship.

LRM(A) Charlton, 3F Mess H.M.S. Ariadne, due to deploy Europe and U.S.A. with STANAVFORLANT. Will swap Portsmouth or Devonport ship or 829 Flight.

POMEM Course (BWC), 2L Mess H.M.S. Ariadne, due to deploy Europe and U.S.A. with STANAVFORLANT. Will swap Devonport Leander frigate.

OEMI1 Startup, 4.5 maintainer, 6 Mess H.M.S. Achilles. Will swap for Devonport ship.

CEM1 Telfer, Elec. workshop, H.M.S. Dryad, drafted H.M.S. Broadsword, Plymouth Feb. Will swap for any Portsmouth, Chatham or shore base.

LAM(AE) C. McAlpine, Cabin 12 Grenville Block, H.M.S. Daedalus. Will swap for any Portland or Yeovil draft.

AB(R) Gardiner, 242 Mess Junior Rates Block, H.M.S. Cochrane, Rosyth, Fife. Telephone: Inverkeithing 2161 Extn. 7, drafted H.M.S. Zulu, April. Will swap any Plymouth ship.

AB D. F. Jones, Qr11(A), 3F Mess, H.M.S. Hermione, home waters July, then refitting Chatham. Will swap any ship going on spring world deployment.

LCK Glasgow, 3E Mess H.M.S. Ariadne, due to deploy Europe and U.S.A. with STANAVFORLANT. Will swap Devonport ship or shore base.

CEM1 P. A. Kiddy, R.N.D.T. A3 Mess, H.M.S. Excellent drafted H.M.S. Londonderry Rosyth, April. Will swap for any South Coast draft, seagoing frigate preferable.

AB(S) P. Priest, 5 Mess H.M.S. Ashanti, due foreign deployment next year. Will swap for any Portsmouth, Chatham, Devonport, or shore base.

LS(M) Drummie, Mail Office, H.M.S. Excellent, drafted H.M.S. Cleopatra, April. Will swap for any Portsmouth ship.

OEMI McKenna, H.M.S. Neptune, drafted H.M.S. Bristol Feb. Will swap any shore base or Tribal frigate, Rosyth.

STWD S. Wellbeloved, Lower Aft Mess, H.M.S. Lewiston, Rosyth. Will swap any ship or shore base Plymouth or Portsmouth, preferably refit, but not essential.

LR(O) T. Marshall, 3K Mess H.M.S. Phoebe, Devonport. Will swap for any Rosyth ship or establishment.

MEM1 D. J. Lloyd (A.M.C.) H.M.S. Tiger, PXO crew Portsmouth. Will swap any ship going on deployment.

RO1 (T) D. Winning, Saints Block, H.M.S. Warrior, Northwood, Middx., drafted H.M.S. Bristol, April. Will swap any Plymouth or Portsmouth frigate.

SEA(R) Roberts, 3F Mess H.M.S. Coventry, Portsmouth. Will swap any Plymouth ship.

CK T. Foster, H.M.S. Cambridge, drafted H.M.S. Rothesay, April, refitting Chatham. Will swap any Devonport ship.

LR(O) N. P. Brennan, Signal School Mess, H.M.S. Mercury, drafted H.M.S. Jupiter, Plymouth, February. Will swap for any Portsmouth ship.

RO1(T) J. L. Stephenson, H.M.S. Newcastle, drafted Whitehall Commcen, February. Will swap for Fort Southwick or any Portsmouth shore base.

POREL Letford, PO's Mess H.M.S. Collingwood, Extn. 624 drafted H.M.S. Invincible June (standing by Barrow). Will swap any Portsmouth shore base or ship in long refit.

OEMI1 Bladon, H.M.S. Bickington, Rosyth, 20 months to serve. Will swap any frigate, G.M.D. carrier, preferably Portsmouth or Plymouth.

ALMEM A. J. Duffy, H.M.S. Tartar, drafted H.M.S. Scylla, Chatham, March. Will swap for H.M.S. Excellent or any Portsmouth shore base.

MEM1 Golding, (A.M.C.), 5WAO Mess, H.M.S. Ark Royal, drafted H.M.S. Galatea February. Will swap for any Devonport ship not going on deployment or Devonport shore base.

OEMI O'Brien, AFD 60 H.M.S. Neptune, Telephone Helensburgh 4321 Extn. 234, drafted H.M.S. Cardiff, Portsmouth April. Will swap any Rosyth ship.

AB(R) N. Newton, JR Block H.M.S. Cochrane, drafted H.M.S. Abdiel, Rosyth, May. Will swap for any Portsmouth ship. Contact Newton or FCPO Bloomfield, MHO Pitreavie, Ops Room Extn. 87.

LRM D. Fleming, (CJP 643, BIDS, 1006 radar trained), 6 Mess, H.M.S. Abdiel, Rosyth. Will swap any Rosyth ship in refit or shore base, Faslane, or anywhere in Scotland.

LSA A. Reid, Stores Office, H.M.S. Antrim, re-fitting (Tel. Portsmouth Dockyard extn. 22471). Will swap for ship deploying New Year.

ALOEM A. P. Mauldon, LO169 Class, "O" School Reg. Office, H.M.S. Collingwood, drafted H.M.S. Apollo, Portsmouth, February. Will swap any Chatham ship (Tel: Gosport 24540).

AB(R) D. Schwab, 3EZ Mess, H.M.S. Aurora, due Devonport refit, April. Will swap for any Devonport frigate.

REMI D. A. Cokayne, (TP trained), drafted H.M.S. Warrior, Northwood, January, over six months. Will swap any Portsmouth shore base except H.M.S. Dryad and H.M.S. Mercury. Replies: 62 Locko Road, Spondon, Derby DE2 7AO.

LMEM R. Wright, 3MP Mess, H.M.S. Ariadne deploying Europe and U.S.A. January, with STANAVFORLANT. Will swap for any Plymouth shore base or ship in refit.

AB(MW) Tandy, H.M.S. Hubberton, Portsmouth (Stanavforchan), will swap for any Portsmouth shore base.

LOEM J. B. Keane, Camperdown Block, H.M.S. Collingwood, drafted H.M.S. Cleopatra, April. Will swap for any Portsmouth ship.

ALMEM M. Warner, 61 Duchess of Kent Drive, Dargats Wood, Chatham, drafted H.M.S. Tigris (FXO), Portsmouth, March. Will swap for any Chatham shore base or ship in long refit.





## CAP-ITAL!

When H.M.S. Hecate visited Bristol two years ago, Julie Hurst, a model, won a competition for a Hecate cap. On the ship's return to the city this autumn, Julie went on board to return the cap. In view of her obvious qualifications for the job the com-

manding officer at the time, Cdr. Geoffrey Hope, asked Julie to become Miss Hecate. Julie accepted — and lost no time in being photographed on the bridge by LA(Phot) George Hunter.

## Tees-side's TV eye on Hecate

"The doyen of ocean survey" was how Cdr. Chris Gobey described Captain Cook when the commanding officer of H.M.S. Hecate appeared on Tyne Tees Television to talk about the great explorer.

Cdr. Gobey had taken his hydrographic survey ship to Middlesbrough, birthplace of the discoverer of Australia, to join in the town's celebrations of Captain Cook's 250th birthday.

Press and public interest in the modern successor to Cook's H.M.S. Endeavour in ocean survey was high. Even as she entered the dockyard, B.B.C. Radio Cleveland reporter Mike Hollingworth, was presenting a 45-minute live outside broadcast from the bridge.

Later Peter Holland, of Tyne Tees TV's "Northern Life" programme, took his cameras onto the bridge to interview the captain.

### Museum

The town had dedicated a new museum to Captain Cook and the next day the First Sea Lord, Admiral Sir Terence Lewin, officially opened it, with a guard of honour provided by the Hecate.

A total of nearly 1,000 visited the ship when she was open to the public for two days.

The ship had sailed round the coast to Middlesbrough from surveying in the Celtic Sea off Milford Haven — where her job had been interrupted first by having to take scene-of-action control when the Christos Bitas struck rocks.

### Antarctica on film

Lieut. Philip Thompson's interest in film-making was given plenty of scope while he was serving in H.M.S. Endurance. The result is a record, so far edited to about 45 minutes, of the fascinating wildlife and stunning scenery he saw in Antarctica.

His film is shot in colour on Super 8, and he is willing to show it to any interested groups. All he requires are a 13 amp plug and petrol money.

Lieut. Thompson left the Endurance in April and is now serving with the Ship Maintenance Authority in Portsmouth (Portsmouth 22351 extension 23545).

## Hot hits from Donna

Disco fever hits Fleet screens with two offerings in the current musical vogue among the latest releases by the Royal Naval Film Corporation:

Hot property Donna Summer stars in "Thank God It's Friday," a disco-orientated movie with plenty of hits in the soundtrack, while "F.M.", as the title implies, centres on life at a commercial radio station.

Here is the full list of releases:-

**Thank God It's Friday (A)** — Donna Summer, Ray Vitte. Comedy set in a Hollywood disco, which will appeal to fans of the current "sounds". Columbia-EMI-Warner. No. 580.

**F.M. (A)** — Michael Brandon, Eileen Brennan. Fast-moving comedy-drama, with hit record sound-track, based on a United States commercial radio station and the pressure endured by the programme presenters. CIC. No. 581.

**Forty Million Bucks (A)** — Rod Taylor, Stuart Whitman, Elke Sommer, Jeremy Kemp. Rival parties search for Captain Henry Morgan's hidden treasure on the

island of Jamaica. Viscom. No. 582.

**Semi-Tough (AA)** — Burt Reynolds, Kris Kristofferson, Jill Clayburgh. A team of American footballers provides the background for a frothy comedy about the owner's daughter and her life-style with two of the star players. United Artists. No. 583.

## FILMS for the FLEET

## Harbour trip with difference

Admiral Sir Terence Lewin, the First Sea Lord, had a fast spin around Portsmouth Harbour in the Navy's newly-developed rigid inflatable diesel-engined sea boat. The 22ft. Pacific type boat, destined for the through deck cruiser H.M.S. Invincible, is undergoing trials at the Royal Naval Seaman's School in Portsmouth.

Rigid inflatables are replacing the traditional whalers as general duties sea boats. Thirty small versions with petrol-driven outboard engines have been ordered for use in frigates and off-shore patrol vessels.

## SHEILA GETS A BEAUTY PRIZE FROM MISS G.B.



LWren (Ed) Sheila Land, of R.N. air station Yeovilton, receives a £5 cheque from Miss Great Britain, Pat Morgan — her prize for finishing third in a "Miss Heron" contest.

The contest was held by Heron Motors, part of H.R. Owen Ltd., for their own

employees and H.M.S. Heron Wrens. In the centre of the picture is H.R. Owen's managing director, Mr. John Leppard.

As well as the cheque, Sheila received a bikini, shawl, and selection of beauty products.

Picture: PO (Phot) Stephen W. Thompson.



DRAFTY'S  
CORNER

This month the main part of Drafty's Corner takes the form of a seasonal summary by the Captain Naval Drafting, Capt. P. Hames:-

# We're not doing too badly!



"My dad says you're like Drafty 'cos I'll be lucky if I get what I ask for!"

As 1978 draws to a close and as I come towards the end of my first year as Captain Naval Drafting it seems appropriate to take stock in the Drafting world to see where we stand and where we are going in 1979.

I would say that in judging the Drafting system the most important aspect which you the customers would consider is — is it fair? You know we have problems: do we draft fairly in dealing with those problems?

Only you know the answer, but so far I've been encouraged in my visits and meetings with ratings to think that so far my team at

H.M.S. Centurion is not doing at all too badly.

It is true that we've had our moments. I suppose half-a-dozen irate commanding officers have written to me on behalf of dissatisfied customers.

To be honest, I haven't found any of their cases proven, but that doesn't mean I wasn't glad they wrote.

## Furious

I've had furious letters from two wives to whom I have had to reply that I cannot discuss the Drafting matters with them and that they must get their husbands to take up their problems with their

C.O.s. In both cases the wives clearly had not been briefed by their husbands on the Drafting rules and how we operate them.

I have started to get about the country and have so far visited the Plymouth area, H.M.S. Vulcan in the far north of Scotland, BUTEC (Kyles of Lochalsh), H.M.S. Neptune, H.M.S. Cochrane, and H.M.S. Caledonia.

I normally take a couple of Chief Writers from the H.M.S. Centurion Drafting desks with me on these visits so that individuals can raise their Drafting problems on the spot. The questions can't always be answered there and then; if this is the case we provide an answer by post.

I plan to visit Portland and Chatham in the New Year and also call on ships as opportunity offers.

As you all know we are currently feeling the effect of manpower shortages in a number of categories. As far as possible the Fleet is being shielded from the effects of these shortages and most of the problems arise from gapping in shore establishments.

## Liaison

You will have seen the recent DCI which publicized the new Extended Service engagements, and I hope we shall be able to fill some of the gaps with people on ES in this way.

While shortages exist it is even more important that you out there have an excellent liaison with all the Drafting desks at H.M.S. Centurion so that you can be quite sure we know your problems.

With increased numbers coming through the gates of H.M.S. Raleigh and H.M.S. Fiscard and because of the retention measures being pursued very actively in Whitehall these shortages won't always be with us, but liaison will always be important.

For Senior Ratings there is a series of one day acquaint courses here at H.M.S. Centurion so come and see us (see DCI RN 284/78).

One aspect of Drafting which I know concerns you all very much, and therefore concerns me equally, is the question of serving out of preference area, particularly when in Shore Service.

## Problem

It is a fact of life that the number of billets do not, and probably never will, equal the number of preferences for any given port area.

In some, the balance is worse than others. Faslane is the most out of balance; Devonport is also a problem. There are bound to be people who have to serve out of area because of the Service requirement to fill as many of the billets as possible.

But I promise you that it is very

## Longer than you think . . .

There has been some interest in the Fleet concerning the length of first drafts. Readers may be interested to see from the following figures that, in fact, first sea drafts are longer than is generally thought.

### LENGTH OF FIRST SEA DRAFT

Branch	Months	Branch	Months
WTR	18	CEM	18
SA	18	CEA APPs	12
CK	18	OEM	18
STD	24	OEA APPs	12
MA	12	REM	15
MT4	12	REM APP	12
MT4 (N)	27		
CA	18	NAM (AE)	12 SSAMS
Divers	12		116 others
Sonar	27	NA(AH)	16
MW	27		
LPT	18	EM(A)	12 SSAMS
M	24		16 others
RO(G)	27	REM(A)	12 SSAMS
(T)	27		16 others
(W)	24	EM(AW)	12 SSAMA
R	21		16 Others
SR	24	NA(SE)	16
LREG	18	LAM(PHOT)	24
MEM	18-22	LAM(MET)	24
MEA APP	18	LCAMN	24
All SM	20		

unusual for people to be drafted out of area twice on the trot (except in the submarine service where there are special problems); this particular aspect is very closely watched by the Drafting desks.

However, younger ratings could help themselves here. If you are about to marry and buy a house do think very hard where to settle. Family ties are important but remember that nearly all training for leading hands and above happens in the Portsmouth area. That means you are bound to spend long periods of career courses and the shorter ones of PJT there.

On the other hand, most of the frigates are Devonport based. There are never enough billets at Devonport to satisfy all men on Shore Service and some are bound to be out of area. It is a matter

of weighing up the pros and cons and thinking ahead what it all means to your particular category: whoever you are, I must say that it is not an easy decision.

Finally, let me assure you that the Drafters at H.M.S. Centurion are people who understand your problems and have your interests at heart. We don't run the business by computer: the computer helps us to run our business which is very much a personalised affair.

## We'll try . . .

We can't hope to please all of you all the time, but we will try, in 1979, just as we did in 1978. A Happy Christmas to you all.

P.S. If you want to send Drafty a card for Christmas, make it an up-to-date Drafting Preference Card.

## Planning a Club Function?

We offer you three of Portsmouth's best venues to cope with the small dinner party of eight or the celebration Club Dance for 800 (or anything in between).

**NERO'S** *Of Southsea*  
Incorporating  
NERO'S FUNCTION SUITE

Tel: PORTSMOUTH 731070

Nero's is a Night Club with a capacity of 800 persons with four or five bars fully licensed until 2.00 am, a Restaurant and all the other facilities required by Function Organisers.

Adjacent to the Night Club is the Function Suite with its own independent facilities, catering for up to 200 persons.

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## Bristol's early shoppers

After two months of sun, sea and palm tree islands, with visits to Bermuda, the Bahamas, West Palm Beach and Mayport Florida, H.M.S. Bristol arrived at Norfolk, Virginia, on October 18 for ten days of self-maintenance.

Norfolk, the world's largest naval base, had much to offer. Apart from week-end trips to New York and Washington, there was much of historic interest to see in this colonial state, particularly in the capital, Jamestown, and Williamsburg.

With Christmas around the corner, many of the ship's company welcomed the chance to shop early and cheaply at the Navy

Exchange at Norfolk, which offered a wide range of attractive gifts.

Sports also featured prominently. Fixtures were arranged between the ship's teams and those of the nuclear-powered cruiser U.S.S. California, which hosted the Bristol during her visit.

While at Norfolk, the ship's company bade farewell to their commanding officer, Capt. A. F. R. Weir, who has now become a

rear-admiral. He departed the ship in a dinghy towed by heads and deputy heads of all departments and to loud cheers from the ship's company manning the side.

The Bristol returned home under the new commanding officer, Capt. D. E. Brown.

Due to a boiler defect she is staying at Portsmouth until after Christmas, when she is due to undergo Basic Operational Sea Training at Portland.



# SHIPS OF THE ROYAL NAVY

No. 277 — H.M.S. AVENGER



## INTO THE EIGHTIES WITH F185

Numerologists would probably find much to interest them in H.M.S. Avenger, the last Type 21 frigate, which joined the Fleet this year.

For the ship with F185 as her pennant number is the eighth Royal Navy warship to bear the name and the eighth of the Amazon class.

And there is no denying that she is a ship of the 1980s.

The Avenger claims to be the best equipped and most advanced of the Type 21s. She was the first of the class to embark the high-speed, multi-purpose Westland Lynx helicopter, armed with anti-

submarine torpedoes and the Sea Skua anti-ship missiles.

The ship herself carries two missile systems — Exocet, the low-flying medium range surface-to-surface missile with radar homing head; and Seacat, the highly efficient close-range anti-aircraft missile, which can also be used in a surface-to-surface role.

A Vickers 4.5in. Mark 8 gun, two 20mm Oerlikon guns and two triple-barrelled torpedo

launchers complete the armament.

H.M.S. Avenger can maintain a worldwide all-weather patrol and in fighting power and performance compares with any foreign contemporary warship in service today.

She can contribute effectively to the defence of a convoy or other force against attack by surface ships or submarines and is fully able to defend herself against hostile aircraft, missiles or fast patrol craft.

Her sleek, light grey 384ft. lines are deceptive, for they conceal a beam of 42ft. and a displacement of 3,400 tons.

Twin Rolls Royce Tyne RB 209 cruise engines give the ship an extended range and the two Rolls Royce Olympus TM3 gas turbines ensure a high-speed dash in excess of 30 knots.

The installation of a fully computerised, highly-automated weapon system, a specially-designed action information

system, a centralised store-room complex supplied by vertical hoist and gas turbine machinery has made it possible to man the Avenger and other Type 21s with two-thirds of the complement of any equivalent fighting ship.

This reduction in crew of about 80 men has resulted in the ship's eleven officers and 160 ratings enjoying better accommodation than most other warships in Royal Navy service.

The Avenger was launched at the Glasgow shipyard of Yarrow Ltd. on November 20, 1975 by Mrs. Christine Judd, wife of the then Secretary of State for the Royal Navy, Mr. Frank Judd.

Commissioned at Devonport on May 4 this year, the ship, commanded by Cdr. Geoffrey Eades, has links with the Exmouth Unit of the Sea Cadet Corps and the Borough of Restormel in Cornwall.



## ILL-FATED FLAT-TOP

This strange hybrid warship was the sixth H.M.S. Avenger, launched on November 27, 1940 as the 9,700-ton liner Rio Hudson.

After being loaned to Britain by the U.S. Government under the Lend-Lease Act she was converted at Staten Island, designated British Auxiliary Aircraft Carrier No. 2, fitted with British radar and communications equipment and sailed for Britain on April 30, 1942.

Before long she was in action with Arctic convoy PQ18, returning to Scapa Flow on October 3, 1942. Thirteen days later she left the Clyde to take part in Operation Torch — the invasion of North Africa.

Returning from Gibraltar she blew up and sank after being torpedoed by U155 on November



Picture: Yarrow (Shipbuilders) Ltd.

15, 1942. There were only 12 survivors; 67 officers and 446 ratings were lost.

Of the remaining six previous ships of the same name, the first was a sloop built in 1778; the second, also a sloop — captured from the French in 1794 — was a member of Sir John Jervis's

squadron which captured Guadeloupe, St Lucia and Saintes; and the most recent was a tank landing ship named Avenger in 1948 but sold to India the following year.

Battle honours: Martinique 1794; Arctic 1942; North Africa 1942.

## PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (£1 per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.60. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aiane, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (mine-layer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora, Avenger, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cavalier, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Cheyenne, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Darlington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas, Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Harland Point, Hecate (1967), Hecate (1978), Hecia, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beauchamp, Wasperton, Yarmton, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Juliard, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun, Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Loloten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Marxman, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracles, Orpheus, Orlia, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothesay, Russell, Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoultan, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Striker, Stromness, Superb, Swifsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Urda, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

## NEXT TIME YOU SIT DOWN TO FISH FINGERS



### spare a thought for the twins

They lost their mother. And their father, a trawler-man, must spend most of his life at sea.

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injured, widowed, out of a job, mentally sick or dead.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to fish, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

Then spare something more.

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# 'LEFT' HAS NO PLACE IN THE NAVY!

It would appear that this "Left-tenant" business has been introduced into naval parlance by agencies such as the B.B.C. in the "Sailor" series, and in references to Prince Charles.

The "left" pronunciation has no basis in commonsense, and should be left to the Army and the R.A.F. — N. T. Davies, Guildford, Surrey.

Your correspondent George E. Gray (November issue) is, of course, right.

It is "lootenant" — from the French for one who holds office in place of someone else, "Lieutenant" in place of "Tenant," ... holding. The military pronunciation is inaccurate.

The cartoon on page 14 reminded me of a pierhead jump I had from the Defiance in 1940. To take me to Rosyth I was given three meal chits, for sixpence, ninepence, and one-and-three. Where could I use them?

At King's Cross, the station patrol led me to the Silver Grill, where shyly I proffered my largest chit.

The head waiter waved it aside, saying: "We'll talk about that later, sir," and seated me adjacent to a paymaster commander and a two-and-a-half.

"What would you like," said the head waiter. "Soup, cut off the joint, sweet? And I expect you'd like a pint of beer as well?"

The paybob and his chum never batted an eyelid as I signed my chit and I often wonder if they paid the difference.

Of course in those days sailors were popular, particularly in the North of England. Ladies would ask permission to touch our dickies for luck! Oh well, times change, I suppose. — Peter Woodhouse, Plymouth.

Mr. Gray is right about "Loo-tenant" being correct for the Navy.

By the way, on page two (November issue) is a picture of the submarine Oberon alongside the Belfast, "secured" or "moored," yes, but never in all my naval days "tied up." — A. A. Sewell, ex-LS LTO, Harleston, Norfolk.

## 'OVERWHELMING' CONCERT DEMAND

The box office for the Royal Albert Hall concert by the Massed Bands of H.M. Royal Marines opened in London on November 6. By close of play on November 10 all but a handful of the cheaper seats had been sold.

So many people have been disappointed that I thought it worth pointing out that not all the seats in the Royal Albert Hall are available to us. Of the total of 5,000-odd, some 1,200 box and stalls seats belong to debenture holders. We initially see only three

Grand Tier boxes and 21 Loggia boxes, and naturally these go quickly.

In January, however, debenture holders are asked to give up their seats if they do not intend coming to the concert. This produces some last-minute seats and we can sometimes satisfy a few customers on the waiting lists. But inevitably some debenture seats remain empty at the concert simply because debenture holders cannot be compelled to answer letters!

The annual Royal Albert hall concert

is becoming more and more popular, and I am happy to say from the charities point of view that seats are, and will always be, at a premium. This time the demand has been overwhelming and we have even sold some Gallery places.

Finally, let me give an assurance that all applications for tickets have been treated on a first-come first-served basis, and that not one ticket was put in the post until November 8. — M. L. A. MacLeod, Captain, R.M., M.O.D., London.

## LETTERS TO THE EDITOR

# RENT SCHEME PRAISED

The save-as-you-rent scheme, reported in November's Navy News, must rank as the best idea to come to light for many a year.

As one of the lower-paid members of the Royal Navy, I suffer from total disillusionment when the subject of home ownership is mentioned.

To acquire a mortgage of, say, £11,000, I would have to be earning over £90 a week. Even under the Government Option scheme, where I would pay cheaper interest rates and not be eligible for tax relief on interest paid, I would still have to be earning £70 a week.

This puts me on the borderline as a naval air mechanic earning £68.

With current prices around Somerset between £11,000-£15,000 and rising at an inflationary 24 per cent a year — and with the speculative rise of interest rates of two per cent, which has pushed the figure up to 11.75 per cent — this means that as a first-time buyer I would have to find an extra £14.30 a month if I borrowed £10,000 over 25 years.

It is a typical "Catch 22" situation. Every time I save enough money to get a foothold on the elusive housing market ladder, up go the rates and legal fees, and I am back to square one. So you can see that the proposed "Half and Half" scheme could prove vital to young people like myself who are in this situation.

It does give a glimmer of hope for the future. All it needs is for the scheme to be given a chance to succeed. — J. Aston, NAM1, 845 Squadron, H.M.S. Heron.

### Wheel done

The cartoon strip "Jack" by Tugg (October issue) reminded me that while serving in H.M.S. Consort in the Far East in 1956 I had a young ordinary seaman in my mess doing his first trick at the wheel.

He did exactly the same thing as portrayed in the cartoon, plus the fact that when he came down to dinner he said, "Hey, hookey, the officer-of-the watch must like me. He keeps saying 'Very good'." — N. W. Banner (Ex-PO, QA1), St Just, Penzance.

### Cadiz link

I was pleased to note that Rear-Admiral David Haslam is now Hydrographer of the Navy, having served with him in the Dalrymple from 1951 to '53 when he was navigation officer.

Ships of the Royal Navy recently visited Cadiz with Admiral Haslam embarked in the Hydra. Readers may be interested to know that the first R.N. ship to visit Cadiz after the Spanish Civil War was the Dalrymple in 1952, the commanding officer being Captain Edmund Irving, later to become the Hydrographer of the Navy as Rear-Admiral Sir Edmund Irving. — D. W. Coulson, ex-PO Electrician, Reading, Berks.

### Cap plea

At one time uniformed youth organizations could purchase small parcels of uniforms from the Royal Clarence Yard prior to auction to dealers. That privilege no longer exists.

We wonder if any senior ratings have any old peak caps which might be useful to our younger members. If any ship would make a collection within striking distance we would be pleased to collect the caps personally. — Phillip Smith, Hon. Executive Officer, Venturers Search and Rescue, Courage House, Lyndhurst, Hants.

### Rail fares

Thank you for another year's enjoyment through Navy News, which seems to bring our son closer to us when we read about his ship (H.M.S. Norfolk).

There is one matter I wish you could take up. If students can have cheaper rail fares, why can't Servicemen have a similar privilege. I have approached our M.P., but to no avail. — D. White, Hemel Hempstead, Herts.

### Words, please!

Mr. H. W. Bevis, 21 Wicor Mill Lane, Wicor, Fareham, Hants, asks if any reader can supply the words of a sea shanty, part of which went "All of a sudden, a dirty great pudden came lolloping out of the hatch." The tune is as for "Blaze Away."

### Badge

As a designer with 30 years' association with the Royal Navy, may I suggest that a badge for ex-R.N. personnel should be a White Ensign topped with a Tudor maritime crown.

There are many obstacles facing ex-R.N. personnel wishing to join the Royal Naval Association, infirmity and distance being just two of them. — E. Harding, ex-T124X, Harwich, Essex.

I am naturally pleased that my original letter suggesting that ex-naval personnel should wear a distinctive recognition badge has caused so much interest, and it is natural that so many favour a small White Ensign.

There are many ex-R.N. people now in high positions, "executive types" if you like — the very people likely to give a helping

hand, but who would never wear obtrusive badges.

I wanted a small badge, a sea-gull, a flatfoot (or an oil can if you like), something that could mean nothing to thousands but would mean a great deal to one certain person. It would be tiny, stuck in the lapel of a jacket unnoticed, but sticking out like a beacon to someone who was looking for it.

— G. F. Seymour, Waltham Abbey, Essex.

### Gannets

I believe that November, 1978, marked the 25th anniversary of the handing over of the first four Gannet aircraft for service with the Fleet Air Arm at H.M.S. Peregrine (R.N.A.S. Ford), and it would not go amiss if your paper were to print an article on the Grand Old Lady of the F.A.A.

Over the 25 years, apart from military use, she has been responsible for transporting many tons of mail to and from ships at sea, and quite a large number of compassionate cases from sea to shore.

Let's hope she will not be forgotten when she folds her wings on her Silver Day. — J. D. Hoodless, ex-CPO Wtr, Dunfermline, Fife.

## Where's my willie warmer?

Please can you help me trace my "willie warmer?"

I knitted it and sent it to a friend on board H.M.S. Lincoln for one Valentine day. It was of considerable size, with a ruff collar, and complete with tie and bobbles. There was a zip for easy access (should anyone fit it ... the mind boggles), and it was done in the ship's colours with "Lincoln" embroidered down the front.

When the friend left the Lincoln they kept the "willie warmer" on board for the trophy room, but now the ship has paid off, I would like to know where my knitted garment is.

Hope you can help. — Lorna Phillips, St Albans, Herts. (Husband ex-RN).

### Proxy votes

On the subject of proxy votes, W. Scott (November issue) is right that you have to be sure of your proxy. I have been proxy for two sons while they have been abroad, and they know how I vote.

In the 1945 election I collected every vote in my ship in Derry. There was no talk of postal votes. — H. Byrne, ex-PO Radar (H.M.S. Sarawak 1945), Bradford, W. Yorks.

## A little bit of England!

"Shut Your Eyes and Think of England" urges the comedy title — and when the cast at the Hong Kong Hilton did just that they found themselves at sea in the patrol craft H.M.S. Monkton.

The cast, led by Dora Bryan, spent the day on board while the Monkton exercised with another patrol craft, H.M.S. Wolverton.

In the impromptu chorus line are (left to right) AB Dog Guinness (ship's dog), RPO D. E. Edgar, Dora Bryan, AB A. C. Woodhead, Justine Lord, AB I. D. Evenden, and Anna Dawson.



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# PLEA FROM GRASS ROOTS

Having just read in the November issue of another study into the Service life in all its facets, I am annoyed to find that yet again a senior officer of each Service and a senior civil servant will comprise the group.

### 'X' factor

As I explained in my letter published in the September issue, we do not receive an "X" factor in our pay, and I thought you would have had the sense to refrain from mentioning it. But no, you also mention it in your article on single men.

Despite your comments as a footnote to my previous letter, all those who read my letter and talked to me agreed with my argument and found your argument totally irrelevant. In my experience your comments do nothing to improve morale and only infuriate those who read them.

I see no reason why a group of people who have no right to strike, no wish to strike, who accept discipline to the point where they would not dream of turning up for work late or missing a day's work, should be discriminated.

You obviously think that they should be, a message which is received loud and clear in the Fleet. — H. I. Axton, CCY, Waterlooville, Hants.

What is "obvious" to one reader may not be so obvious to another. The Navy News job is to try to present all sides (including the official view), however unpalatable that may be, and all matters relating especially to pay are fully reported. Even letters which are somewhat uncomplimentary. — Editor.

### Cornwell V.C.

I was most interested to read about Jack Cornwell V.C. in your review of "The Victoria Cross at Sea" (September).

Jack Cornwell was a Scout, and after his death the Scout Association created an award known as the Cornwell Scout Badge, for pre-eminently high character and devotion to duty, together with great courage and endurance. It is reserved for those under the age of 18.

Visitors to Chester Cathedral can see a photograph of Jack's ship, H.M.S. Chester, and read an account of how he became the young hero of the Battle of Jutland. — Neil Francis (RAE2(A)), R.A.F., Marham.

Surely it would be better to have on the group a broader cross-section of (to use a civilian term) the grass-root element.

Many people in the Service, as well as their families, find it hard to talk honestly when confronted with large amounts of gold braid or high-ups from the Ministry, and I feel there is a danger that some conclusions could be wrongly drawn.

May I enter a plea for a more identifiable representation in this study — in the study group themselves. — N. R. Grove, P.O. H.M.S. Droxford.

### Sinful!

Reference CPOMA F. Biscoe's "Bare Facts" picture (November issue), I was moved to cry, "My, oh my, Chief!"

If my old gunner's mate instructor, 1939, had seen me with finger on trigger pointing at my mate's legs (even if I had cleared magazine half-a-dozen times immediately before) I would have been lucky to have got away with doubling round Pompey Barracks parade ground (outer perimeter) at least six times, as well as a verbal lashing from his tongue, which would turn a White Ensign blue.

Forgive me pointing out this "sin." I would like to add what a happy picture it is. — "New Entry," Swansea.

## MEDICAL BRANCH

I am obliged to the correspondent calling himself "One of the 'New' Medical Branch" (September) for supporting my letter, and hasten to assure him and others that in no way was it my intention to denigrate the nurses and specialists of today, nor to underrate their capabilities, for which I have the highest regard.

Indeed, his letter emphasizes my point that a nursing qualification alone does not make a sickbayman — a much wider field of training is necessary.

The Royal Navy always did have a very fine medical service in which the General Service sickbay rating once played a major role.

Regrettably, the opportunities

### Allowances

Why do Wrens not get the full amount of home-to-duty travelling expenses? If I was commuting myself I would be entitled to full mileage allowance.

Secondly, why do married Wrens have to pay food and accommodation charges if they drafted from their station whence R.A., or for a course to another station?

Incidentally, all you "singles," don't bother writing your comments. I've heard them all before! — K. W. Rowland, PO, R.N.A.S., Yeovilton.

With regard to the first question, Navy News is informed that to receive unrestricted home-to-duty travelling expenses one has to have an entitlement to disturbance allowance. This may be the explanation.

Within the framework of "sex equality," several matters (including the two areas mentioned in this letter) are currently under review. — Editor.

A collection of flying and aviation badges and insignia is being started for display at the headquarters of the 1143 (8th Edinburgh) Squadron, Air Training Corps, Mr. D. S. Carstairs, Warrant Officer, 53 Bread Street, Edinburgh, EH3 9AH, would be grateful for items which are surplus to readers' requirements.

to specialise or qualify were few, and there was no equivalent of the General Service sickbayman in civilian life.

It was solely in the career interests of branch members that the present branch structure came into being.

Recent proposals expressing the need for a profession of medical auxiliaries in civilian life suggest to me that the old Navy way was best of all, and that the civilians should have looked to the Service for guidance, rather than vice-versa.

My letter was merely a reflection that this comes far too late for the civilian health services to benefit from the many fine "auxiliaries" trained by the Navy. — J. G. Hinton (Ex-CPOMA, SEN), Worcester.

### 'Fed-up' wife

As a Service wife of 15 years I am really fed up with people who pull the Services down. We hear via the Press and radio that wives aren't happy about the voting and pay, and also that Service personnel aren't happy.

Quite a lot of us are very content with things as they are, and do not like being classes with the others who complain all the time.

My husband is a REMNI, and is far from being on the bread line as reported recently. We were worse off as civilians before my husband joined the Navy.

Service life can be very good if you give it a chance, so please before you start giving statements out as to how Service people feel, find out from everyone concerned just how many are for an how many against. — Naval Wife, Portchester, Hants.

## Calling Hospital School old boys

Many hundreds of your readers have passed through the Royal Hospital School, or as it was originally founded in 1694 by King William and his Queen Mary, the Greenwich Hospital School.

The old school consisted of the Royal Palace and grounds at East Greenwich, and in 1807 was extended to include the Queen's House at Greenwich with the adjoining land.

Apart from the transfer of the old Hospital buildings to the

Royal Naval College in 1873, Greenwich Hospital School flourished until 1933, when it was moved to its greatly extended and most modern quarters at Holbrook.

There it became the fourth largest boys' boarding school in England. The old school buildings now house the National Maritime Museum.

The Royal Hospital School Old Boys' Association formed a Museum Committee earlier this year, and we are endeavouring, with the co-operation of the school's history department, to gather together items such as drawings, photos of old classes and instructors, books, pamphlets, or any other interesting objects which can be displayed at the school, to show everyday life as it was.

On behalf of our members I would like to appeal through your columns to any old boy who has an item stowed away, to let the school have it for their collection. — Ron Hamlett (Ex-CRS), 38 Eastern Parade, Southsea, Hants. PO4 9RE.

### Ark Royal

As there seems to be growing support for the idea of preserving H.M.S. Ark Royal, we have decided to investigate all possibilities to see if preservation is feasible.

One of our members, Chris Tankard, has taken on the task of co-ordinating the preservation efforts.

Would anyone who wishes to support this cause please write to Chris at Plot 93, Torleven Estate, Porthleven, Helston, Cornwall. Trevor Hughes (Secretary, Maritime Preservation Society), Portsmouth.

When H.M.S. Ark Royal was launched, two of the guests had been members of the crew of the 1914-18 Ark Royal. One of those men was my father, Bertram John Miles, who is still alive at 91, and who is living at my home.

It is not unlikely that he may be the last member of the Ark crew of that era left alive. Does any reader know of any others? — E. J. Miles, Skellingthorpe, Lincoln.

### Record?

I joined the Royal Navy early in 1918, and after service including a spell in the trenches, was invalided in 1933.

In January, 1940, I enlisted again for local defence. After duties in the Thames estuary I was put in a special party called Z1, seeing much action in Egypt. I was returned to Portsmouth after about two years and invalided.

Nine months later, not liking civvy street, I rejoined the Navy again and was in H.M.S. Holdfast laying the "Pluto" pipelines over the sea.

Once again invalided in January, 1946, to my amazement I was called up again for D-Day, but after representations to the Admiralty I was exempted.

Is it a record to join the Navy three times, be invalided three times — and then be called up again? — C. E. Edwards, ex-MAA, RN, Lancing, Sussex.

### Hotel tribute

My wife and I, having just spent a fortnight's holiday at the Hotel for the Royal Navy, Weymouth, would like to thank the manager and his staff, and mention that the hotel, run for serving and ex-R.N. and R.M., deserves all the support that can be given. — Gwen and Harry Terry (Ex-L/Sto), Gravesend, Kent.

## Wotton follows tradition . . .



As guardship for Poole Fishermen's Regatta, H.M.S. Wotton, pictured here, maintained tradition by failing to beat the locals in the various events for the Belton Bowl, which was represented to the Fishermen's Association by H.M.S. Belton in 1969.

H.M.S. Wotton is affiliated to TS Dolphin, based at Parkstone in Dorset. The ship's visit to Dorset provided an ideal opportunity for the unit to go aboard, and for some of them to spend a day at sea.

As the ship is based at Rosyth, there has been little opportunity in the past for the cadets to visit the Wotton.

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# Phoebe is star turn

H.M.S. Phoebe shared the limelight with Morecambe and Wise, Larry Grayson and Dame Vera Lynn at a star-studded charity week-end in St Helier, Jersey.

The Phoebe, leading lady of B.B.C. Television's "Warship" series, was certainly the biggest star at the second Combined Charities

Royal Gala Convention to be held in the Channel Islands. Among the other big names performing for charity were Rolf Harris, Billy Daniels and the Nolan Sisters.

Arriving at St Helier three hours before 250 charitable week-enders, the Phoebe rapidly transformed her flight deck to greet the visiting stars.

Cunning use of tarpaulin and flags, potted plants and a fountain-topped rockery set the stage for the ship's first visitor, Eric Morecambe.

## RAPED!

The ship's commanding officer, Capt. Hugh Balfour, greeted Eric, who then headed for the mess decks to meet the sailors. He emerged 45 minutes later without a tie but wearing a petty officers rate badge. "I've been raped," he gasped.

Dame Vera Lynn, and her

husband and daughter, Jimmy Savile, and Sir Billy and Lady Butlin also said hello to the sailors before joining the cocktail party on the flight deck. And Jimmy Savile readily accepted the captain's invitation to sail back to Plymouth with the ship.

## HOOR LATE

The party was such a success that guests, scheduled to attend an important lunch, left the Phoebe an hour late.

Convention director Mr. Terry Devine, said: "H.M.S. Phoebe has taught us a few lessons. With all our showbiz background, we'd be hard-pushed to top the Royal Navy's hospitality today."

At a reception on board the next day, Prince and Princess Michael of Kent and

Admiral of the Fleet Earl Mountbatten of Burma met members of the ship's company.

## CONCERT

The gala week-end of parties, dinners and balls ended with a variety concert at St Helier, starring Larry Grayson, Rolf Harris, Billy Daniels and the Nolan Sisters. Members of the Phoebe's crew were guests at the concert.

The showbiz charity drive raised £65,000 for United World Colleges, the Printers Charitable Corporation, and the Association of Jersey Charities. The Phoebe's company made their own contribution of £50.

Then it was back to Devonport for more weapons training . . .



Eric Morecambe enjoys a drink with the lads, LREM Chris Fletcher (left) and REM Paul Litobarski.



Sir Billy Butlin receives a souvenir of his visit to H.M.S. Phoebe from the ship's commanding officer, Capt. Hugh Balfour.

# Walkerton team 'goes to jail' in Sark

After a week-end visit to Guernsey in company with H.M.S. Charybdis, H.M.S. Walkerton sailed for Sark. The ship has become a regular visitor to the island since her adoption in May.

The Walkerton's newly-formed rugby team (i.e. 'most of the ship's company') tried to wipe out the memory of a 106pts.-to-nil defeat at the hands of Guernsey's second XV by carrying out some community work.

## SPARKLING CELLS

The most important project to be undertaken was the restoration of the island's two-cell prison (vintage 1856). After several coats of paint, Sark's constable did the rounds of the sparkling cells, saying he was afraid the crime rate would soar now that the jail looked so smart.

The grateful islanders entertained the Walkerton's "hard labour" squad to drinks in one of the island's two pubs before the ship sailed for a brief visit to Alderney and two days policing the Dover Straits.

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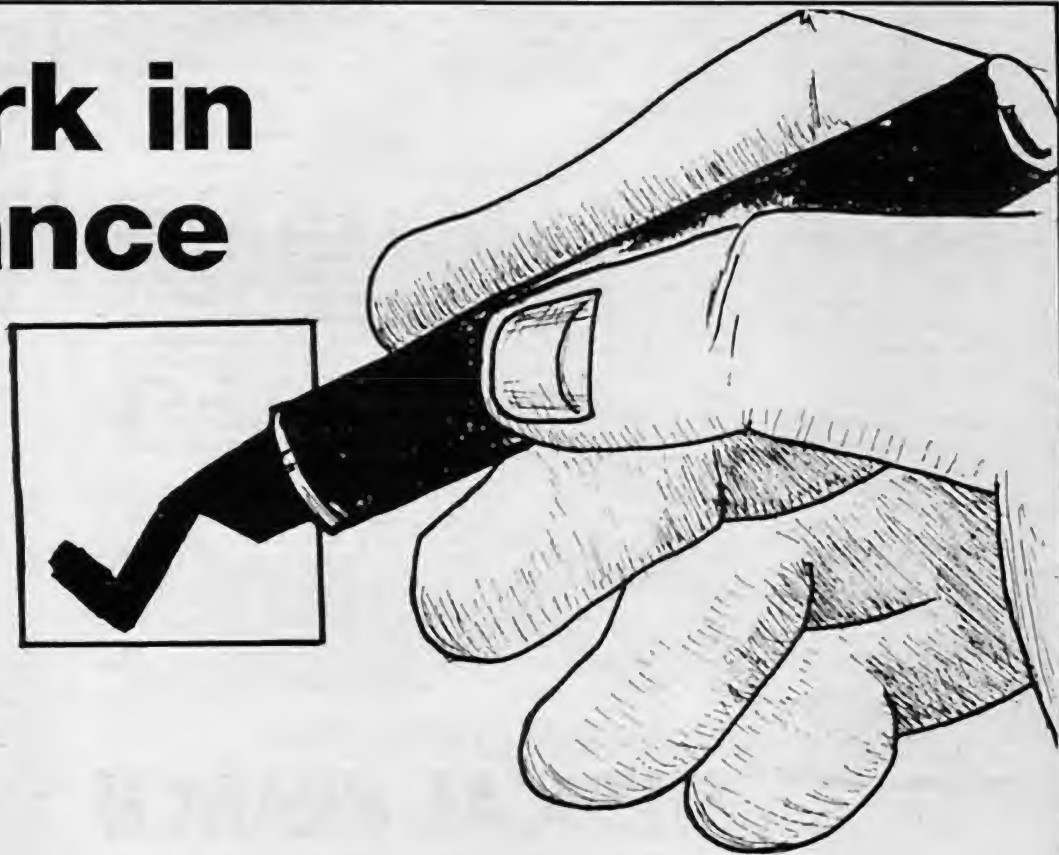
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## APPOINTMENTS

New  
Chief  
of Fleet  
Support

Rear-Admiral W. T. Pillar is to be promoted vice-admiral and to be Chief of Fleet Support in April.

His appointments have included MEO of H.M.S. Tiger, and he has commanded R.N. Engineering College Manadon. In 1976 he became Port Admiral Rosyth, and in November last year was appointed Assistant Chief of Fleet Support.

Rear-Admiral P. W. Buchanan is to be Chief of Staff to the Commander Allied Naval Forces Southern Europe in February in the acting rank of vice-admiral, and will be promoted in the substantive rank in May.

His appointments have included command of H.M. ships Scarborough, Endurance and Devonshire, and later he became Director of Naval Manpower. In late 1976 he was appointed Naval Secretary.

Rear-Admiral M. la T. Wemyss, who became Flag Officer Second Flotilla in March 1977, is to be Assistant Chief of Naval Staff (Operations) in January.

## PROMOTED

Capt. A. F. R. Weir has become Deputy Assistant Chief of Staff (Operations) on the staff of the Supreme Allied Commander Europe in the acting rank of rear-admiral, and is to be promoted in the substantive rank in January.

His appointments have included command of H.M. ships Rothesay, Andromeda and Bristol, and the 6th Frigate Squadron.

Capt. J. Hood has become Director General Aircraft (Navy) in the acting rank of rear-admiral, and is to be promoted in the substantive rank in January. In the early 1960s he was project officer for the Sea Vixen fighter, while his more recent appointments have been Assistant Director of Naval Manpower Requirements (Ships) and Head of Aircraft Department (Naval).

Capt. L. W. Townsend is to be promoted rear-admiral on January 7, and to be Defence Services Secretary in April. He has been serving with the Naval Secretary as Director of Naval Officer Appointments (SW).

Other appointments recently announced include:

Capt. N. R. D. King. Newcastle in command April 25.  
Capt. M. J. F. Rawlinson. Ajax in command and as Captain FB December 28.  
Capt. P. A. Pinkster. As Chief Staff Officer to FO Portsmouth and as Captain of the Port and Queen's Harbourmaster Portsmouth February 13.  
Capt. J. J. R. Oswald. Captain R.N. Presentation Team April 30.  
Capt. T. G. A. Ram. London in command December 28.  
Capt. M. J. L. Freeman. Director Naval Physical Training and Sport April 12.  
Capt. K. D. E. Wilcockson. Pembroke in command February 22 and as Flag Captain to FO Medway and as Area Co-ordinator (NPFS) on Staff of FO Medway.  
Cdr. J. G. H. O'Donnell. Ark Royal in command December 15. (Granted acting rank of captain before promotion on December 31).  
Cdr. R. H. Fox. Cochrane and as Captain MCM April 24. (Promoted captain December 31).  
Cdr. B. J. Carr. Sceptre in command March 20.  
Cdr. C. J. Meyer. Resolution (Starboard) and in command April 30.  
Cdr. A. W. M. Stephens. Conqueror in command March 26.  
Cdr. R. E. Woolgar. Zulu in command April 9.  
Cdr. P. H. Wright. For Battleaxe in command building and on commissioning for trials and service April 24.  
Cdr. H. A. N. Willis. Wilton in command March 27 and as COMSTANAVFORCHAN.  
Lieut-Cdr J. F. O'Driscoll. Shoulton November 6 1978 and in command and as Senr Officer 3rd MCM Squadron.  
Lieut-Cdr G. M. Bull. Staff Officer Ulster Division R.N.R. and OIC Perm Staff and Laleston in command.  
Lieut-Cdr A. S. L. Smith. Oracle in command October 31 1978.  
Lieut-Cdr A. R. Peters. Mohawk in command May 3.  
Lieut-Cdr J. A. Collins. Sealion January 2 and in command.  
Lieut. D. J. Stiles. Shavington January 2 and in command.  
Lieut. J. P. Bearne. Sandpiper in command April 9.  
Lieut. D. J. Wolfenden. Repton January 9 and in command.

HERMIONE BRINGS ON  
THE DANCING GIRLS

"Bring on the dancing girls!" was the cry when H.M.S. Hermione spent ten warm but damp days at Barbados at the beginning of last month.

An unexpected bonus for the ship's company — and the local dockles — took place when the entertainment party from a visiting liner offered to do their show on the warship's

Purpose of the ship's visit was to carry out maintenance, but there was also an extremely full programme of sport, and a party of "gravediggers and restorers" spent several hours cleaning up a cemetery and restoring headstones.

Among distinguished visitors to the ship were the cricketer Sir Gary Sobers, and Lady Sobers, who attended a luncheon party given by the commanding

officer, Capt. J. B. L. Watson.

The flight deck cabaret came about after the Cunard Countess had been delayed in Bridgetown Harbour by engine trouble. The liner's crew and the ship's company of the Hermione spent several enjoyable evenings in each other's ships, and the frigate's fire and emergency party stood by to assist with a fire in the cruiser's paint locker in the early hours of one morning.



## GROUP SEVEN DEPLOYMENT

Leander's  
burning  
memory

The Group's most publicized visit was to San Francisco, where local I.R.A. sympathizers decided to stage demonstrations against what they called the "British Death Fleet".

Little of this was seen by the Group's sailors, however, and H.M.S. Leander reports that the only people embarrassed by the demonstrators were the many Americans who visited the ships.

Of far more interest to the sailors were the twisting, hilly "Streets of San Francisco", its extensive Chinatown, and the nearby island prison of Alcatraz, now a tourist attraction.

## PUBLICITY

Earlier visits by the Task Group attracted considerable publicity at a more local level. H.M.S. Ambuscade's visit to Nanaimo on Vancouver Island, for example, was the first by a British warship since the days of coal, and the Leander's trip to the Canadian logging town of Port Alberni was the first by a British warship for 20 years.

The Leander's visit to Vancouver will long be remembered for the fire which destroyed her Cheverton motor boat in the middle of the harbour. There were no injuries, but some of the mail which the boat had just collected perished in the blaze.

Goodbye U.S.A.,  
hello  
home!

After bidding farewell to America's West Coast, and stopping only for a popular visit to jet-set Acapulco in Mexico, the ships of the Group Seven Deployment passed through the Panama Canal to begin the final phase of their six-month task.

Then, with final maintenance periods, trials, exercises and East Coast visits completed, the six warships, one submarine and four Royal Fleet Auxiliaries were heading for a Christmas at home.

Taking part in the deployment are H.M. ships Blake, Birmingham, Hermione, Leander, Juno and Ambuscade, H.M. submarine Conqueror, and the R.F.A.s Tidespring, Green Rover, Stromness and Resurgent.

At the end of their visit to San Francisco — much reported because of the activities of I.R.A. sympathisers — the Group spent a busy week at sea on passage to Acapulco.

The weather was surprisingly poor for a few days, but soon became hot enough for the ships' companies to wear tropical uniform in comfort.

Acapulco proved one of the better "rabbit" runs, with bargain buys ranging from sombreros to local pottery. Onyx, leather and silver "goodies" were also popular, though more expensive.

Leaving the Birmingham to collect mail expected that



H.M.S. Birmingham is pictured here floodlit for her visit to Portland, Oregon.

## Lynx rescue

H.M.S. Birmingham's Lynx helicopter had an eventful night while detached to R.F.A. Tidespring during Exercise Fleetex 78. An F.14 Tomcat fighter of the U.S. Navy ditched 125 miles away, and the Lynx scrambled to find the two survivors.

Mission completed, the Lynx landed on U.S.S. Bradley to refuel, took off again to find a sailor who had fallen overboard, then made for Tidespring. But a serious malfunction forced the helo to land on the nearest ship — H.M.S. Birmingham!

afternoon, the Group sailed from Acapulco on October 16 and moved south towards Panama, exercising on the way.

The Ambuscade and the Leander followed the rest of the ships through the Canal after calling at the U.S. Naval Base at Rodman to take on fuel.

Florida, Antigua and Barbados were some of the destinations as the Group split up and steamed towards a variety of American and Caribbean ports before another big exercise with the U.S. Navy.

BIG SHOT  
AMBUSCADE

Big shot of the Group Seven Deployment is H.M.S. Ambuscade. She proved that by winning the Big Shot Trophy after an all-ships deck sports knock-out competition involving volleyball, hockey, football, cricket and tug o' war.

The competition started back in June while the Group was in the Caribbean. The Ambuscade got off to a great start by beating

H.M.S. Blake 4-1, losing only the football match.

The Ambuscade's semi-final opponents were the Leander, and on passage between San Francisco and Acapulco the latter were trounced 5-0. Next day the final was held, with the Ambuscade entertaining her squadron leader, H.M.S. Hermione.

The Type 21 won the volleyball, but the Leander fought back in a tremendous deck hockey match to level the scores. The Ambuscade then surprisingly won the football by three goals to two, and clinched the Big Shot Trophy with a follow-up win in the cricket.

To put matters beyond doubt, the Ambuscade's fanatically supported tug o' war team did their stuff in two straight pulls to make the final score 4-1.

Hermione ...  
and company

Above — H.M.S. Hermione's entire ship's company lined up for this picture while they were visiting Barbados last month.

Right — Tugging their way to the Big Shot Trophy are the men of H.M.S. Ambuscade's tug o' war team. From left to right they are AB Mat Mathews, AB Steve Close, AB Pony Moore, LMEM Benny Young, LPT Gareth Simpkins and OS Tiny Tingle. The supporter at the rear is MEM Chick Murray, a member of the ship's football team.

Picture: LMEM Matrix.





# BRUNEI

## A personnel loan on easy terms!

Brunei makes up for the lack of a traditional white Christmas by offering its inhabitants an amazingly wet variety. During the next eight to ten weeks this small jungle state on the north west coast

of Borneo soaks up more than 100in. of rain — twice Britain's annual fall.

For the rest of the year the sun shines almost continuously, which is good news for the tiny British community living there.

Among the 120 British Servicemen on loan to this oil-rich Sultanate are six officers and nine senior rates of the Royal Navy, and three Royal Marines. Their job is to assist the Royal Brunei Malay Regiment — which is responsible for the defence of the state — in its training and development.

The Regiment has two infantry battalions, an air wing, training centre, and flotilla of small, fast craft.

Commanding the First Flotilla is Cdr. Tony Wilks, who recently took over from Cdr. David Wright. His capital ships are three 37m. Exocet-fitted fast patrol boats, the last of which is being accepted this month in Singapore.

A smaller class of three Pewara-class coastal patrol craft were purchased three years ago, and the Flotilla also has two 70ft. landing craft and 24 fast assault boats.

### Most modern

The Flotilla complex at Muara Marine Base will be one of the most modern naval organizations in the Far East when it is completed in mid-1980.

Second in command is Lieut.Cdr. Mike Green, and Lieut.Cdr. Reg Harper is in charge of administration. Two lieutenants, Robert Lewcock and Clive Gwilliam, are in command of patrol boats.

Nine senior rates look after the technical and communications aspects of the Flotilla. Those in Brunei now are PCRS Anthony Fox, CCEA1 Robby Robinson, MEA(P)1s Trevor Clark, Nick Taylor and Ted Boulton, MECH1 Gerald Lee, OEA(L)1



K.D.B. Wapada, one of Brunei's new Exocet-armed fast patrol boats



CY Malcolm Skull, in the uniform of the Royal Brunei Malay Regiment, instructs a recruit in tactical communications on the bridge of a fast patrol boat.

Anthony Habgood, CY Malcolm Skull and CPO(M) Andrew Ames.

The three Royal Marines on loan service are Major Dai Jones, AWO2 George Campbell and Sgt. T. W. Sparks.

Loan service is for 2½ years on a married accompanied draft.

### Near beach

Most Navy families are accommodated in modern, well-equipped quarters near the beach. There is a well-stocked Naafi, and sporting facilities are varied and excellent.

A British Army school caters for children from five to 11, and there are a variety of kindergartens for the little 'uns. It is recommended older children be sent to boarding school in Britain.

Flotilla medical facilities are provided by Surgeon Lieut.-Cdr. George Robertson and his modern sick bay.

### With savings

Navy News was told that a Service family could enjoy Brunei, and still return to the U.K. with substantial savings.

In addition to loan service pay, there are generous local overseas allowances, travel grants, tax-free settling-in and car-purchase loans, duty-free alcohol and cigarettes, and petrol at about 25p a gallon.

Loan Servicemen are sought through the drafting preference card in the normal manner, although Navy needs come first. At the moment, H.M.S. Centurion is looking for an MEO, two MEA(P)s, an REA and an OEA for Brunei. All are in short supply in the Navy.

Artificers about to leave the Service can volunteer through the new Extended Service rules — see DCI(RN) 655/78 — while those already "outside" can get more information from Centurion.

## FAREWELL ARK ROYAL



If you have ever had anything to do with the "ARK" you will want one of these 12" x 6" wall plaques which incorporates an H.M.S. ARK ROYAL cap ribbon.

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# The Ark sails into history

When the famed Ark Royal edges her way into Plymouth in the half-light of a December Monday morning, carried on into history on a giant wave of nostalgia, no winter weather will be able to chill the warmth of feelings.

Everything about the Ark's 1978 voyage has, of course, involved finality, including last visits to the States and familiar Mediterranean haunts like Naples, Athens and Malta.

Before a call at Palma (Majorca) came final recovery of fixed-wing aircraft, and shortly after the Palma visit one of the most poignant episodes of all was scheduled — final launch of the fixed-wing planes.

With Phantoms and Buccaneers due to soar away towards Britain and a future with a new Service, a whole chapter in naval aviation was concluding, as another opens with a brand new class of ship and aircraft.

For the great carrier herself, an historic moment occurs at Plymouth on December 4 when the commanding officer (Capt Ted Anson) gives the order to finish with main engines. So the curtain will ring down on nearly 900,000 miles of duty all round the world by a ship bearing one of the most famous of all naval names and which, since first commissioning in 1955, has made an immense operational and training contribution.

## NATO exercise

After leaving Gibraltar on October 2, the Ark took part in the NATO exercise Display Determination, and then followed calls at Naples and Athens. Later came ten days in that old favourite run Malta, where the carrier loomed large in Kalkara Creek and some 500 guests attended a reception on board.

For the Malta call, some 300 families took the opportunity to visit the island, as earlier in the deployment about 500 families had visited the United States and 300 Gibraltar.

Keeping such a versatile but aged ship running smoothly on the long deployment has presented some formidable challenges for many departments. Just one example was the fresh water and cooling problems which occurred — and were overcome — earlier in the deployment. But the pride in performance was evident to any visitor, as was her care over appearance and tidiness.

As the ship ploughed towards Plymouth, with "rabbits" in plenty (including quite a crop of bicycles) from many countries, ship's company members were looking forward to an "early" festive season, with Christmas dinner planned for December 3, the day before arrival.

For the homeward voyage, some 70 chacons

## Devonport arrival

Those wishing to see the Ark's arrival at Devonport on December 4 will be able to do so from the Hoe or any other vantage point, but no special viewing facilities are available, and visitors will not be able to join her to sail in.

Arrangements are, however, being made for families to go into the dockyard.

It should be getting light as the ship comes in, as she is due to pass the Breakwater about 7 a.m., and the Hoe about 8 a.m. She should complete berthing in the dockyard shortly after 9 a.m.

were brought on board so that the huge de-storing operation could be got under way before arrival at Plymouth, while a "Back-RAS" of some ammunition to an RFA ship was also planned. The de-storing process is expected to continue for several months.

With the final fixed-wing aircraft launches due in late November after the Palma visit, the Ark's 14 Buccaneers were heading for Honington and the 12 Phantoms for Leuchars for futures with the R.A.F. The four Gannets, however, were reaching the end of their service lives and going for disposal, while the helicopters remain with the Fleet Air Arm.

Of the fixed-wing aircrew, some are taking up Harrier training, some going to helicopters and others leaving. For large numbers of men who work on the aircraft the future also lies with the Harrier and helicopters.

Visitors to the ship in the Med on her last deployment included the First Sea Lord (Admiral Sir Terence Lewin); the Commander-in-Chief Fleet (Admiral Sir Henry Leach); and the Flag Officer Carriers and Amphibious Ships (Rear-Admiral P. G. M. Herbert). Another visitor was a former First Sea Lord, Admiral of the Fleet Sir Michael Pollock, who has commanded the ship.

Highlight on the sporting scene of H.M.S. Ark Royal's visit to Athens was a Marathon run by 17 men from the ship over the famous course. Although unable to run direct from Marathon to Athens because of traffic problems, they covered half the distance before turning round to return to Marathon, a total of 26 miles 385 yards.

Nine completed the course, with CPO Joe Clare the winner in 2 hours 48 minutes 55 seconds. Second was NA Trevor Furness. Later, when the ship visited Malta, a team from the Ark made an attempt on the Ramps record, and on this occasion the order of the first two was reversed with Furness first and Clare second. Earlier still CPO Clare had won a Top of the Rock race at Gibraltar. In the picture below the Ark runners wait to start their Marathon run.



Arriving in Malta for her farewell visit, the Ark passes Fort St Elmo.

## Sorry, you can't have a bit

Souvenir hunters have been writing to the Ark and many other places as well — including Navy News — asking where they can get a bit (if you see what we mean). Some have even specified exactly what they would like.

The answer, alas, is that no pieces of the ship are available. Trophies and

official gifts — and the ship's bell — have to be retained. One day there may well be another Ark which will need them.

There has also been a huge demand for gift-type mementoes — tankards, silver chains, crests, tiepins, and many other items. Stocks have been going fast, but those interested may be lucky by writing to the Manager of the Naafi, H.M.S. Ark Royal, BFPO Ships, asking what is still available and the price.

Small leaflets about the ship are available from the ship's Public Relations officer.

The Ark record "The Last Farewell", mentioned in our November issue, has now been released as a single (No. RESL 61), and should be available in record shops.

The recording was made by a crowd of 2,000 during a concert in the carrier's upper hangar. On the reverse side is "You'll Never Walk Alone" and "Land of Hope and Glory".

During the Ark's visit to Naples, members of the ship's company played Wrens based there at deck hockey.

## The last pud.



The mixture for Ark's last Christmas pudding is prepared by (from left): Capt Ted Anson (commanding officer), JS Neil Jackson (youngest rating), Admiral Sir Henry Leach (Commander-in-Chief, Fleet), and Cdr. Guy O'Donnell (supply officer).

Cdr. O'Donnell becomes a captain and takes over command of the Ark when Capt. Anson leaves the ship on December 15.



## H.M.S. VICTORY HISTORIC COMMEMORATIVE COVER



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## HELPING HANDS . . .



. . . AND

FEET!

"Stand Easy" — or perhaps "Rest Easy" would be more appropriate for this well-earned breather for the New Entry Airman ratings from R.N. air station Cudrose, who helped dismantle and rebuild Angela Parker's exercise hut at Redruth.

Picture: LA(Phot) Pallit Paul

### Warminster School keeps the family together . . .

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# Bermudan 'gold' helps the blind

When it comes to fund-raising, H.M.S. Malabar, Bermuda, has the Midas touch — with £2,100 collected in 14 months for the Guide Dogs for the Blind Association.

The small naval base struck gold by opening a shop to provide a much-needed facility for visiting ships. Sailors unable to reach Hamilton, 30 miles away, or get there before the shops closed, bought their souvenirs at Malabar.

Mrs. Jean Tuck, with the support of Cdr. David Aldrick, former commanding officer of Malabar, ran the store. Mrs. Tuck had accompanied her husband, FCMEMN (P) Peter Tuck to Bermuda.

The goods were bought at local warehouses, and despite ten per cent. added for charity, prices still beat those of local shops. During 14 months, sailors from 47 ships shopped at the naval store.

The present commanding officer, Cdr. Timothy Kitson, hopes to keep the shop open. Profits already made have been presented by cheque to the Guide Dogs Training Centre, Wokingham, which has found an apt name for the guide dog the sailors helped to purchase . . . "Malabar."

### Pushing the boat out

Members of H.M.S. Revenge Rugby Club took a boat from Clyde Submarine Base to Hull — and ran all the way. They pushed the vessel the 300 miles in less than four days.

The boat, a Bonito racing class dinghy, bought by the Polaris submarine's starboard crew for their affiliated Hull Sea Cadet Unit — T.S. Revenge — maintained a good speed by avoiding motorways and cross-overs.

When the boat came in to Hull a warm welcome awaited the runners, who were met by police escort and taken through the city to Queen's Gardens to be greeted by the Lord Mayor.

Sponsored by Hull residents and businesses, the effort was expected to raise more than £1,000 for an orphanage and an old folks' home.

### Feet of Endurance

Is muscle power faster than diesel power? Nine Royal Marines from the ice patrol ship H.M.S. Endurance provided evidence that



it is by racing the ship from Chatham to Portsmouth and arriving six hours in advance.

The 114 mile race, sponsored by the ship's company, raised £70 for the Royal Navy and Royal Marines Children's Home at Waterloo, Hampshire. Before the Endurance sailed for the Antarctic, Chatham dockyard employees and their families spent an enjoyable day on board.

### Smart move, Cudrose

A change of home for Mrs. Parker and her eight-year-old disabled daughter, Angela, of Redruth, Cornwall, presented a big problem. The 55ft. two-roomed building, essential for Angela's daily muscular exercise, had to be moved.

An appeal made to R.N. air station Cudrose was answered by FCA(AH) Carl Fairbrother and 20 New Entry ratings from the School of Aircraft handling. In four days they dismantled the

building and re-built it in the garden of Mrs. Parker's new home.

After adding a final touch — a fresh coat of paint — the sailors, who had worked in their spare time, presented Angela with a cap and an autographed white front.

### Collingwood paint job

As part of a week-end divisional activity, 15 CEA apprentices from H.M.S. Collingwood spent a day in church — painting the interior walls of St Margaret's, Upper Norwood, South London.

The apprentices, who were guests of church members, completed the job in one day in time to attend a church dance on the same night.

The following day they played soccer against 50 enthusiasts including members of the church boys' Club.

Twenty EMs from Collingwood were also busy. With their instructor PO Matthew Herbison,

Capt. James Lord, commanding officer of H.M.S. Endurance, signals "get set" to Sergt. Danny Blatchford at the start of a run by the ship's Royal Marines detachment, who raced the ship from Chatham to Portsmouth — and won. The runners are, left to right (back row) Marines Ron Penman, Taff Williams, Joe Carraghan and Tony Walter; (front row) Cpl. Paul Harradine, Marines Chris Vowles, Phil O'Kane and John Hall.

Picture: LA(Phot) Paul Gibson

### Revenge runners

When submariners from the Polaris submarine H.M.S. Revenge Rugby Club (pictured here), "push the boat out" distance is no object as they recently proved by pushing a Bonito racing class dinghy from Clyde Submarine Base to Hull — 300 miles — in under four days.

Picture: PO(Phot) George Wicks

they tidied the grounds of Coldeast Hospital, Salisbury, Hampshire, and removed undergrowth around the lake during a week-end activity.

### Pedal power from Antrim . . .

LMEM Kevin Barnes and MEMs David Gardiner, Alan Stephenson and Lee Starr, serving in H.M.S. Antrim, cycled 70 miles from Portsmouth to London in 20 hours and raised £360 in sponsorship from the ship's company for the Lacey Lodge house for mentally handicapped adults at Portsmouth.

### . . . and Ashanti

Six members of the ship's company of H.M.S. Ashanti cycled 125 miles from Portsmouth to Southend in six hours and raised £200 for a children's home, Stamford House, the ship's adopted Southend charity.

The riders, AB(M) Bill Armitage, LS(M) Dennis Collins PO(R) Terry Thackrah, LSA Bill Armitage, Marine Michael Reece and LPT John Gwynn, were met on arrival by the Mayor Councillor Ben Marriott and his wife, the commanding officer of the Ashanti, Cdr. J. Blackham, and Mrs. Blackham, and the children of Stamford House.

### Well done, Shiner!

POWTR Shiner Wright, of the staff of the Senior Naval Officer Northern Ireland, raised £150 in a sponsored run for Kyle House, Bangor, a home for children, by completing 100 laps of a football pitch, equivalent to 23 miles.



# A PAGE FOR FAMILIES

## Memories of Ark



The families of many ship's company members visited Malta when H.M.S. Ark Royal made her farewell call at the island. Pictured on the flight deck is Steward Paul Mayfield with his parents.

## Help in house hunting

Service house-owners wishing to move to another part of the country face a difficult situation. The selling of a house may not be too much of a problem, but trying to buy a property scores or even hundreds of miles away is likely to be a daunting task.

Families on the move should be aware of "Home Relocation," a countrywide association of estate agents catering for all income groups.

Launched in January with 70 firms and 230 offices, there are now 122 firms involved, with more than 500 offices. The unpaid directors are all respected names in their profession.

Believing that nobody does anything for nothing, readers are bound to ask, "What's the catch?"

The answer must be "None", so far as can be ascertained from the literature issued by the organisation.

"The only charges made," say the pamphlets, "are the normal ones where members are instructed to sell property."

Readers interested in the scheme should contact a local Home Relocation member. Any inquiry will be referred immediately to the Home Relocation member in the town of intended destination. All possible assistance will then be given.

In case of difficulty, the head office address is 21, Soho Square, London W1V 6AX (telephone 01-439-3611).

## Navy News

No. 294 25th year  
Editorial and business  
office:

H.M.S. Nelson,  
Portsmouth.  
Telephones:  
Portsmouth 22351, ext.  
24194 (editorial)  
and 24226 (business).  
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Portsmouth 26040

Editor:  
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Business manager:  
Lieut.-Cdr. Len Truscott,  
MBE, RN (ret.).

# SSAFA tells of 'pay strain'

Marriage or money — separately or together — dominated all other problems among Service families, according to the 1977 report of the Soldiers' Sailors' and Airmen's Families Association.

Says the report of the Council, just issued, "SSAFA's voluntary representatives and professional social workers were becoming increasingly concerned about the strain imposed on family life by poor pay in the Services."

There has been a heavy demand for cash grants and support to deserted wives, some of whom, in collaboration with the Department of Health and Social Security, were helped to obtain accommodation and all household needs from scratch.

Among ex-Service families, SSAFA representatives in the

United Kingdom reported, the proportion of elderly people in need continued to rise, with many requiring grants for basic essentials — rent, rates, food, fuel and clothing.

An even greater number had purely welfare problems concerning accommodation, holidays, absence of news from relatives, and the complexities of applying for State allowances.

The total number of cases — financial, welfare, and advisory — in which SSAFA helped Service and ex-Service families during 1977 was 37,216. In

14,591 cases, financial help was given to a total of £548,288, a high proportion of which was distributed by SSAFA on behalf of other funds (including the Royal Naval Benevolent Trust).

Figures for the R.N. were given as 3,794 at a cost of £13,638.

SSAFA is a world-wide independent voluntary organization whose objects are to be of use to the families of Service and ex-Service men and women; to act in confidence as their friendly advisers in their problems and difficulties, and to provide them with relief when they are in distress.

## How to get away from it all . . .

The closing in of winter is just the time to start dreaming — and planning — a "get away from it all" holiday in the Highlands of Scotland.

For Navy families it is easy, and cheap. The recreational caravans at the former R.N. establishment at Loch Ewe, Ross-shire, will again be available for hire during 1979 (from March 31 to September 29).

The six fully-equipped caravans cost £2.50 a night for the four-berths, and £3.50 for the six-berths.

Sending a stamped addressed envelope will bring full details from FCPO W.A. Spong (Loch Ewe Caravan Bookings), H.M.S. Cochrane, Rosyth, Fife, KY11 2XT (telephone, Rosyth Naval Base extension 3015 or 2165).

## Thank you to Fife

H.M.S. Fife gets a pat on the back in a letter to Navy News from Mr. E. Williams, of Macclesfield (Cheshire).

They very much enjoyed "parents day" on board, saying "From the moment my wife and I arrived we were entertained. The Navy tradition we saw was super — in fact we were proud parents to think that our son had chosen the Royal Navy."

# In the 'van of comfort

That yearning for a "home of our own" can often remain unfulfilled as property prices soar and the cost-of-living generally runs a parallel course.

However, the choice of residence need not be confined to a place of bricks and mortar, or reliance on married quarters.

Anyone who has never been inside a modern luxury caravan can have no idea of the comfortable living which they afford — spacious and with every convenience.

In the Portsmouth area, naval families have the advantage of a caravan park at H.M.S. Daedalus, where a site (including car parking space and garden) costs only 26p a day.

The amenities are enviable. A children's playground is situated in the centre of the park, enabling children to be left in safety away from all roads and vehicles.

A shop is run by the residents, who also have a social club and a handyman who attends to any emergency. With a wives' club, families days, social evenings, and a junior disco, there is plenty of entertainment.

The park is close to Rowner

naval estate, with easy access to the Naafi shopping precinct and Gosport town centre.

The social club, built and run by the residents, incorporates a spacious lounge and dance area.

Anyone wishing for further information may contact the caravan park warden, CPO Rothwell on Portsmouth Dockyard extension 41409, or write to CPO Rothwell, Warden, H.M.S. Daedalus Caravan Park, Rowner, Gosport.



What could be nicer? The Lounge of one of the luxury homes at H.M.S. Daedalus caravan park, where the custom-built permanent residences are both spacious and comfortable. Each home consists of one or more bedrooms, lounge, dining room / kitchen, and full bathroom facilities.



The children's playground at the Daedalus caravan park was opened in June this year by Capt. A. J. Bastick, captain of H.M.S. Daedalus. Equipment, including swings, slides and seesaws, was bought by the residents after a community fund-raising project.

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In cases of need, the Scholarships will also be extended to ex-servicemen and civilians attached to the armed forces.

Apply for prospectus:

The Admissions Officer, Coveys Ley,  
Moats Tye, Combs, Stowmarket, Suffolk, IP14 2EY.



# GET WISE ON DCIs

## New scheme for social work training

Naval personnel trained in social work "will continue to play a major part in the Naval Personal and Family Service," says an Admiralty Board announcement.

A new scheme of secondment for social work training is therefore being introduced. The terms have been tailored to meet the agreed staffing requirements of the NPFS, and differ from those of the previous scheme which operated from 1974 to 1977.

Applications are being invited from R.N., R.M., WRNS, and Q.A.R.N.N.S. personnel for two-year training courses in social work at Portsmouth and Plymouth Polytechnics and Southampton University Adult Education Department.

On successful completion, candidates will qualify for the Certificate of Qualification in Social Work, issued by the Central Council for the Educa-

tion and Training of Social Workers.

On leaving the Royal Navy at the end of their period of service in the NPFS, those who wish to continue in the NPFS will be eligible to apply for recruitment as civilian social workers through the normal Civil Service procedures as vacancies arise.

DCI (RN) 653

The WRNS Welfare Worker (WW) category is in future to be known as the WRNS Family Services (FS), and will form an integral part of the Naval Personal and Family Services structure.

Present members of the WW category will be transferred automatically to the new cate-

gory in their present rate and with existing seniority.

The structure of the present WW category has become unbalanced during the uncertainties of the last few years while its future was being determined.

It is intended, therefore, to introduce the revised structure gradually, the aim being to create a category with reasonably steady promotional prospects.

Members of the WRNS (FS) category are eligible to volunteer to train as social workers.

DCI (RN) 668

### ★ To R.N.R.

H.M.S. Laleston had been transferred to the Royal Naval Reserve, her base port being Belfast.

DCI (RN) 663

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.



"There! Told you you wouldn't feel a thing, didn't I!"

### Sad loss

Few delights are available to a sailor recumbent in a dentist's chair, and regular patrons will be sad to learn that Wrens in the Dental Hygienist and Dental Surgery Assistant categories are in future to lose their skirts in favour of trousers.

Instead of the white drill overall, worn over uniform shirts and skirts, they are to have a white tunic top and black trousers, for use in R.N. hospitals and establishment sick bays and dental clinics only.

DCI (RN) 644

## TOT ADVICE

Newcomers to the Royal Navy will be unaware of the heart-warming elixir which used to be dished out free every lunchtime, rolling away a sailor's troubles.

However, they should know that this rum ration, still wistfully remembered as Nelson's Blood, is now replaced by a wealthy "Tot Fund," known as The Sailors' Fund, which provides benefits which may not confer that individual glow of mid-day joy, but have made possible additional amenities — some on a quite spectacular scale.

The Sailors' Fund, to use the official wording, "exists principally to provide for the benefit of ratings and ranks who are serving or have served in the Royal Navy and Royal Marines

and their dependants, recreational and social amenities where they are most needed and where these cannot be provided from other sources (namely public funds, the Nuffield Trust, and other non-public funds)."

Additionally, grants may also be obtained from The Fleet Amenities Fund and The Fleet Recreational Fund.

Close liaison exists between the three funds.

When applications are being prepared by ships and establishments, for submission to grants committee of the funds, it is essential that the regulations are carefully studied, or delay and disappointment may result.

DCI (RN) 643

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# HEALTH AND SAFETY

A long official statement gives guidance to Ministry of Defence personnel to assist them in meeting responsibilities under the Health and Safety at Work Act 1974.

Many people will find that the nature of the Act renders the advice somewhat woolly, and much open to interpretation.

However, although the Crown is exempt from prosecution, the Act does allow for prosecution of individuals "in the public service of the Crown."

This explicit statement is followed by a succession of "ifs and buts," though it is set out

that prosecution will only follow "where there is wilful or reckless disregard by an individual of health and safety requirements."

In general, perhaps the point best remembered is this —

"While the overall responsibility for health and safety rests at the highest management level, individuals at every level will have to accept degrees of responsibility for carrying out that policy."

It is vital that all concerned should be made aware of hazards which exist, and of the means of avoiding them.

DCI (RN) J 649

## ★ Does and don'ts

Although face-finished cloth (doeskin and Venetian material) is being phased out for officers' uniform suits, in favour of all-wool baratheas, uniforms in face-finished cloth may continue to be worn on ceremonial occasions beyond the announced cut-off date of January 1, 1980.

They may also continue to be worn on non-ceremonial occasions until replacement is necessary.

DCI (RN) 628

## ★ Stores course

It is now mandatory for a senior rating drafted to any ship as the senior stores accountant to have a four-day course of pre-joining training.

The exceptions are (1) those who have completed the POSAQC within the previous two years; and (2) those senior SA ratings on the instructor staff at the R.N. Supply School immediately prior to their draft to sea.

Draft orders will allocate the appropriate senior stores accountant rating to the pre-joining training course nearest to his date of joining ship.

DCI (RN) 630

## ★ Stopgap

To keep married quarters warmer, weather strip is being fixed to external doors and windows, but a warning is given that ventilation openings should not be obstructed. The openings are essential for the working of fixed appliances.

Paraffin and bottle-gas heaters need additional ventilation, which can be met by opening a window at least one half-inch.

DCI (RN) 641

## ★ Orphan Fund

Trafalgar Day Orphan Fund contributions and efforts during 1977 raised a total of £17,117, which has been allocated to the Royal Naval Benevolent Trust (£7,360), WRNS Benevolent Trust (£342), and Nore R.N. and R.M. Children's Trust (£9,414).

The three organizations will use the money to assist individual naval orphans in need.

DCI (RN) 652

## ★ Rundown

Five Fleet Management Services Teams (FMSTs) will be run down and disbanded between mid-1979 and the end of 1980, in order to provide manpower savings. Five FMSTs will remain, the effect being that the number of studies undertaken will be about halved.

Wherever possible, staff reductions will be effected by natural wastage, and in general, every effort will be made to avoid turbulence.

DCI (RN) 639



Now — what's all this about a dangerous machine?

## ★ Tax relief

Naval personnel owning their own homes should familiarise themselves with the rules governing income tax relief on mortgage repayments, and implications concerning capital gains tax.

Guidance is offered in a long official announcement, but it is not intended to be comprehensive. Personnel in doubt should contact their Inspector of Taxes (PD4), Cardiff.

For instance, when a property is let during the owner's absence on duty in another part of the country, it may be better to claim relief against letting income rather than relief on mortgage payments.

When a house is sold, it is possible for a Service owner to be subject to capital gains tax. It is wise to "read all about it."

DCI (RN) 665

House-owners are reminded that under the provisions of the Homes Insulation Act 1978 they can obtain a grant from Local Authorities to help finance the cost of measures to improve the insulation of their homes. Local councils have explanatory leaflets and will give advice.

DCI (RN) J 699

## ★ R.N.B.S.

Officers are reminded of the benefits of joining the Royal Naval Benevolent Society — their own charity, which has existed since 1739 to give help to an officer in need, or any member of his immediate family.

Families, including elderly parents are eligible for grants and the society already helps in

many of these cases. With the maximum grant now standing at £900 per annum for so long as it may be needed, the relief it brings is neither short lived nor a pittance.

Subscriptions are £3 on an annual basis, or not less than £30 for life membership. However, life membership may still be obtained at the old rate of £10 if an application is received before December 31, 1978.

Applications for membership should be made to the Secretary, The Royal Naval Benevolent Society, 1, Fleet Street, London, EC4Y 1BD.

## ★ Checks

Safety checks are to be made on power-operated guillotines provided for government departments as office machinery by Her Majesty's Stationery Office.

DCI (RN) J 658

## ★ Essay contests

Seven prizes worth in all about £3,000 will be awarded in the Peter Mitchell Essay Competition for the Royal Australian Navy and the Royal Navy, the 1978 subject being "The Future of the Convoy System for Merchant Shipping."

Three of the prizes are reserved for ratings.

DCI (RN) 654

Entries are invited for the annual essay competition for the Henry Leigh Carlslake Prize for observers and the Herbert Lott Prize for pilots. Closing date is January 31, 1979.

DCI (RN) 686



You remember that study of yours into Manpower Savings...?

# WHOOOPS!



A somewhat undignified landing for this Tiger Moth of the Fleet Air Arm Historic Flight, R.N. air station, Yeovilton, when the engine cut out at 1,400ft. during an "upside down" practice routine for Lulsgate Airport open day. The pilot Cdr. David Bridger, escaped uninjured as the plane narrowly missed 100 cows grazing nearby. The cows were unperturbed.

## Haslar unit takes over from Netley

With the closing of the Royal Victoria Hospital at Netley, a psychiatric unit has again been established at R.N. Hospital Haslar. It includes beds for male and female patients, a day patient unit and a community nursing responsibility.

RVH Netley opened as a military hospital in the days of Florence Nightingale, and many Servicemen have resason to be grateful for treatment received there.

The Haslar psychiatric unit moved there in 1962, when it became the treatment and training centre for Royal Navy and Army.

At present both the newly-established unit at Haslar and the unit at Plymouth are understaffed. For those serving, courses are available (subject to regulations and qualification) leading to either registration or enrolment as psychiatric nurses.

"The answer lies in the hands of Medical Branch and naval nurse personnel currently serving, or with the Recruiting Office staff to recruit more trained staff," writes Med.Tech.1 (M) J. Nicholson, from Plymouth. "The work is not easy, but can be very rewarding."

"After 28 years' service, and having been one of the first five to train at RVH Netley, I would hate to see what we worked so hard to achieve fail to survive due to shortage of trained staff."

## Squadron honoured

Two Naval Air Squadrons — 804 and 808 — who fought in the Battle of Britain were honoured when their crests went on display beside crests of 32 Royal Air Force Squadrons in the Officer's Mess of R.A.F. Uxbridge.

During the battle, Gloster Sea Gladiators were flown by 804 Squadron while 808 operated Fairey Fulmars, both out of Scottish airfields.

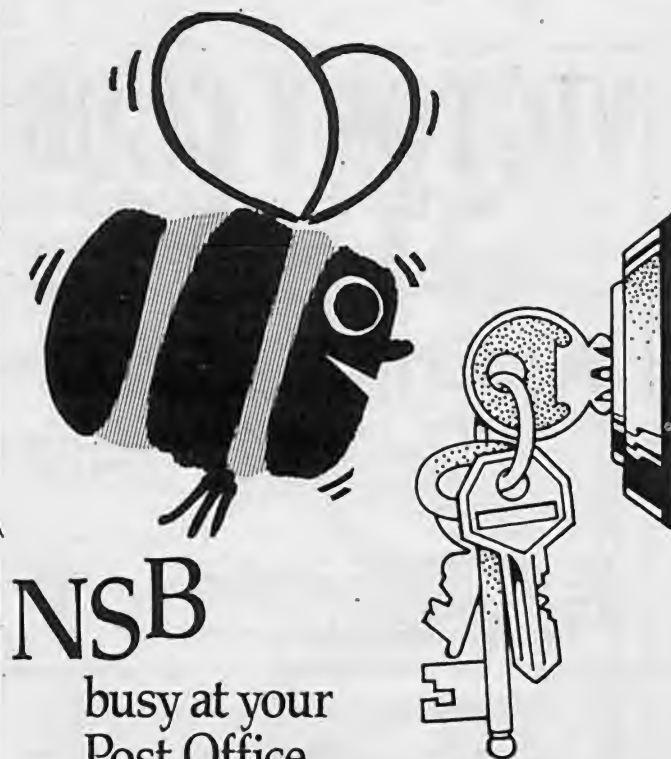
The Squadron crests were presented to the Officers' Mess by Cdr. Bob Woolston, chairman of the Fleet Air Arm Officers' Association.

## Christmas Rock

Portsmouth's commercial station, Radio Victory, plans a special "Christmas Card from Gibraltar" programme between 0815 and 0900 on December 25.

The show, presented by ex-Royal Navy G.I. Shep Woolley, will include personal greetings for civilian and naval personnel in Hampshire, Sussex and the Isle of Wight, from relatives and friends stationed on the Rock.

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Young ratings emerging from the long covered way at H.M.S. Ganges — a scene which will evoke mixed memories for many.

# THEIR REPUTATION WAS UNDESERVED

During the Second World War, the German Navy cocked a snook at the R.N. and the Royal Air Force when they sent two of their greatest warships up the English Channel into the safety of home waters.

Once again the story of an incident which shocked British pride and morale is told in *"Scharnhorst and Gneisenau — The Elusive Sisters,"* by Richard Garrett, published by David and Charles (price £5.95).

The two battle cruisers achieved an "ogre" reputation as commerce raiders, far beyond their successes and technical standards, but nevertheless they were a thorn in the flesh of the Admiralty, tying down enormous forces to eliminate them.

Luck they had, and courage too, but if you go on twisting a lion's tale the backlash is bound to come.

The *Scharnhorst* was sent to the bottom by superior British naval forces on December 26, 1943. Her sister ship ended her days as a sunken blockship in Gdynia harbour.

Much has already been written about these formidable opponents, but Mr. Garrett has pieced together the complete account from their triumphant beginnings to elimination or ignomy.

## NASTY TASTE

Use is made of contemporary reports, official documents, and first-hand accounts from officers and men who fought on both sides.

It was a German who said that in the overwhelming of the British armed merchant cruiser *Rawalpindi* by the "sisters", the odds were so unreasonable "that it left a nasty taste in one's mouth." If that be so, the enemy eventually paid the price.

# GHASTLY GANGES

"The first, last, and only concentration camp in England" was how one customer described H.M.S. Ganges, the naval training establishment at Shotley, near Ipswich, where every year 2,000 boys between 15 and 17 were (often literally) whipped into shape to serve the Royal Navy for at least the next 12 years.

Just what life there was like is told by John Douglas in *"H.M.S. Ganges — Roll On My Dozen,"* published by The Roundwood Press (price £4.25).

It will awake memories for thousands of men either serving or retired.

The present Ganges was built in 1905, the last march past being on June 6, 1976, but that famous landmark the 150-foot mast — indicative of the rigours of exist-

ence below — is preserved as a national monument.

Mr. Douglas's book is not a history of the establishment, but an account of his own experiences, starting with his verse

"We joined as Nozzers new,  
kitted out in navy blue,  
"We punched each other's teeth  
out in the gym.  
"We marched, we doubled fast,  
we climbed that bloody mast,  
"The Foreign Legion never was as  
grim."

The key piece of equipment was a three-foot bamboo cane with wire threaded through the middle, to increase its efficiency by adding weight and momentum.

Wielded across the buttocks by a "crusher" skilled in the art of laying one cut on top of another till the blood welled out, it was guaranteed to make the strongest flinch.

## VICTIM

Mr. Douglas, however, knew at least one victim, MacGregor, who had done 300 days' punishment out of a possible 330 (the 30 being annual leave), and who beat the system in a spectacular finale.

Determined to get his ticket (discharge), he defied Ganges and everybody in it, day after day, and then kicked open the wardrobe doors shouting "Here ye are, pigs! Have some swill!" and sent half a bucketful of slimy pork fat and gravy along the long polished mahogany table.

After that (says Mr Douglas) "The scene was set for his crucifixion." Mac was to go, but not before the system had made its last savage bid to break him.

Before the assembled boys, and with the drums of the Royal Marines Band beating, he was to get 12 cuts of the cane. The boys looking on waited with more dread than Mac, who bent over nonchalantly.

"He was being thrashed, but the Navy was being beaten, in a show of ceremonial bravado," says the author.

After the seventh stroke, bright red blood speckles dotted Mac's

white canvassed buttocks.

He had had enough, and leaping up in burning fury, wrested the cane, lashed his fallen tormentor across the face, and hit and butted all around until he was overcome. There were 2,000 witnesses to see that no undue brutality was used against him.

Mac had won, and Mac departed, telling them where they could stick their transport to Ipswich.

The book, inevitably is one of cruelty — boys of 15 sobbing under their blankets for mum (and hoping nobody would hear them), the doubling non-stop up and down Laundry hill or on Faith, Hope and Charity (the three flights of stone steps leading to the foreshore).

They went into the Fleet ready to take their place with the best. They were the best. An ex-Ganges boy was a well-trained boy — or else!

With this "scar" on their young lives, why then did so many turn up for the Ganges closure, when all the 150 acres did not offer enough room to accommodate them? At the last march past there was hardly a dry eye.

## HATED

At this hated place, the boys learned to be smart and disciplined sailors. But they also learned about viciousness, about the rough justice for thieving, and about the weak and the strong. Mr Douglas tells of a boy "doubled" till he fell dead.

They emerged acutely aware of fear and compassion. Without perhaps realising it, they had faced a challenge to their manhood, suffering pain without flinching.

Many went on to high places in the Service, and there is a grudging felling that perhaps their harsh testing did in fact make better men of them.

However, all those who are going to read this book, and who are not ex-Ganges, will be thankful that they did not grow up via the gates at Shotley.

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DECEMBER 78

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Thurs. 7th	SOUL NITE	SOUL DIRECTION DJ JOHN THOMPSON	8 till Midnite	50p
Sun. 10th	DISCO NITE	DJ DICK WOOD	8 till 1130	30p
Mon. 11th	COMEDY NITE	BARLEY DJ PETER CROSS	8 till 1130	50p

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# Deb who went to war

From a background of nannies and governesses, a pretty young debutante, but recently presented at Court, went to war as a nurse in the Voluntary Aid Detachment, British Red Cross.

After all these years she has written her autobiography of 1939-46, in a style which could only belong to "Upstairs Downstairs" — and which has all the fascination of that popular television series.

A very pretty deb, Helen Vlasto soon found herself at the Royal Naval Hospital, Haslar, where she nearly "bought it" during an air raid. Bombs destroyed the hospital's museum.

## Four-footed

Into the crater went a precious collection of bottled remains, including Haslar's famous four-footed duck, "for which we were all encouraged to search among the rubble every time we passed that way going on and off duty."

The book has much of the usual bedpan stuff, with the Royal Navy adding special attraction for well-brought-up ladies on the wards through their saucy tattoos, but Helen writes with a naive



The debutante who became the sweet little wartime nurse, and whether kissed by a matelot at Haslar Hospital, or flirting in the moonlight aboard a troopship, "navigated a steady course" into the eventual safe anchorage of a happy marriage.

"Change into Uniform," by Helen Long, is published by Terence Dalton Ltd., of Lavenham, Suffolk, price £5.95.

which, while bringing an occasional smirk, has a "difference" to draw the reader on. Compared with the crudity of modern writing, it is like treading delicately with Jane Austen.

For instance, while on a troopship bound for Egypt with 5,000 Royal Air Force men, an "erk", stark naked, got into the VAD cabin during the night.

"In the darkness," says Helen, "he went the length of our bunks, feeling in his loneliness and frustration for the comfort and consolation of our presence and "contours."

No doubt the fellow faced charges in words not quite so genteel, and despite the girls' pleadings, he went back to the U.K. "in disgrace."

However, though her lover-boy had "manifested himself" in the form of a surgeon-lieutenant, Royal Navy, they had a war of separation.

She was kissed by a matelot as he walked her back to the ward after the Haslar bombing, and went on kissing her innocent way all the miles to Egypt and back again.

At Alexandria, when lights

were out on the ward of her military hospital, a wounded man would say, "Give us a kiss, there's a good girl. You don't half smell good."

Says Helen: "I know very well that I gave many such kisses with all my heart, and found it no hardship to do so. I reckoned it was all part of the service."

All the book has a tinge of "aren't we naughty, shocking little girls," stuffing civvy bras and compacts into bulging gas-mask cases for a run ashore to London, but she did her war as good as most — and in places where the horrors and emotions could suck out the strongest personality.

## Romanticism

Eventually she was married at St Mark's North Audley Street, with the reception (of course) at the Dorchester.

She took her naval doctor with all the expected dreamy romanticism.

"I thanked God for His wonderful navigation, for keeping me for all those long and perilous years on a steady course, and for steering me now to this safe anchorage."

You can't put it nicer than that.





# Crucial role of the 'forgotten ships'

"The most valuable ship in the Royal Navy," for a period in the early stages of the Second World War was a dirty old 2,000-ton collier named the *Borde* (after *Borde Hill* in Sussex). Making the claim for posterity was no less a person than Winston Churchill himself.

Indeed, if the *Borde* and other secret devices had not been made to work — and quickly — Britain's fighting fleet and merchant navy would have been sunk or paralysed. Defeat would have been inevitable.

A reminder of what might have been is given in "Out Sweeps," by Paul Lund and Harry Ludlam, published by Foulsham (price £6.50). It tells the story of what they describe as "the forgotten ships" of the war — the minesweepers.

When the war began, the R.N. had only 40 Fleet

minesweepers, resulting in hundreds of fishing trawlers, some of them aged and decrepit, being pressed into service.

After the style of the First World War, they began their work of keeping the shipping lanes round our coast clear of the familiar horned mines. Suddenly Hitler's "secret weapon," the magnetic mine, began to cause havoc, leading to a battle of wits between British and Nazi science, and perilous tasks for the sweeper men.

## Graveyard

Bobby Harvey was one who arrived in the thick of the crisis. A qualified master mariner from the liners, he became a sub-lieutenant in the R.N.V.S.R. arriving at a Harwich posting only weeks after the outbreak of war to find a graveyard of ships from Harwich to the North Foreland, and westwards to the Nore.

Nobody knew what had sent all these ships to the bottom, since the channel had been declared "safe" from moored mines. Then enemy aircraft were spotted laying "trouble", and the search was on for the deadly new mine.

By a stroke of luck, two of the mines were dropped in the shallows of the Thames Estuary, to be left exposed by the falling tide. They were gallantly disarmed by Lieut.-Cdr. J. G. D. Ouvry and R. C. Lewis and their team from H.M.S. *Vernon*.

Hitler's secret was out, but dealing with the magnetic mine was quite another problem.

That was where the old *Borde* came in. A huge electro-magnet was constructed in her forward hold, and she sailed from Portsmouth on December 31, 1939, detonating the first mine 150 feet ahead of her on the afternoon of the following day.

Successes gave her a terrific pounding, some of

the explosions being uncomfortably closer than 150 feet, but the corner had been turned. Though enemy ingenuity was far from exhausted, their efforts never again attained such a dangerous level.

As might be expected, the minesweeper tale has plenty of humour as well as loss or tragedy.

There was the trawler skipper who at Plymouth caused consternation by turning to port instead of starboard ("I discovered I'd got a dose and it took my mind off navigation"), the gunlayer who forgot to remove the tampion (stopper) from the end of the 12-pounder barrel, and blew the gun to bits, and the minesweeper at Gibraltar which swept an Italian chief petty officer from his "bicycle."

The "cycling" needs some explanation. The chief and a commander were pioneers in underwater weapons, and had been launched from an Italian submarine, each manning a torpedo.

## Captured

The minesweeper discovered a black object (the chief) in their sweep just as the torpedo sped ashore and exploded near the battleship H.M.S. *Barham*. The detonation made the commander fall off his "bicycle". He swam ashore to capture.

In the battle against mines there were many heroes. One was Lieut. Harry Thompson, MBE, RNVR, who personally dealt with 624 explosive objects of every kind, and is believed to be the only ex-naval officer to have disarmed both a magnetic mine and an acoustic mine, and be alive to tell the tale.

"Once you heard the whirring of a bomb fuse in a mine," he said, "you had just 17 seconds to get out of the way. You thought, 'Is this the last breath I am going to take?'"

The authors have produced a thrilling tale worthy of the subject. It is long overdue, but well worth the waiting.

# HANDSOME!

A wealth of superbly coloured illustrations delights the eye in two quality books just released.

"*Naval Gun*," by Ian Hogg and John Batchelor, is published by Blandford Press (price £8.95), and describes weaponry at sea from the time when the Venetians in 1378 attacked the Austrian port of Zara with cannon-firing vessels.

Cast bronze guns appeared in France about 1460, and by the time of Henry VIII's *Mary Rose*, gun-ports had appeared leading quickly to the end of boarding-party warfare and the coming of the stand-off battle.

From then on, makers of guns, armour plating, gunpowder, and hydraulic machinery gradually refined their products until the day

came in 1944 when the U.S.S. *Mississippi* and the Japanese *Yamashiro* fought it out at 11 miles range with salvos of 16-inch gunfire.

That might have seemed to be the end of the story, with missiles taking over, but not so. Medium calibre weapons are still in the world's navies — in second place no doubt, but still regarded as a requirement.

## BEWILDERING

"*The U.S. War Machine*" published by Salamander Books (price £8.95) is an encyclopedia of American military equipment and strategy, and has a jacket which suggests an adventure in science fiction.

Indeed when armament detail is collected and presented in this highly-dramatic fashion, the sheer mass and complexity bewilders the reader into a realisation of how far war sophistication has moved beyond the comprehension of ordinary people.

Inevitably the book dwells upon comparisons with Soviet Russia, and the impossibility of trying to weigh up the true potential of the two nations. Each has devastating power, and no-one could do more than guess the outcome of a confrontation.

Each of these books is large, handsome, and an outstanding example of the printer's art. The covers are illustrated here.



## IN BRIEF

"Manning the New Navy — Development of a Modern Naval Enlisted Force, 1899-1940," by Frederick S. Harrod, available in

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the U.K. through Westport Publications Ltd (price £13.50). Although an American book, it reflects the same sort of problems which faced the Royal Navy, and is a valuable text-book on personnel affairs.

"Hydrofoils and Hovercraft," by Anthony Watts, one of the Source Book series by Ward Lock (price £2.95). The author describes the development of these craft and discusses the exciting possibilities for development in the future. Illustrations are given of more than 50 of the more important types.

"Dinghies," by Tony Harrison,

another of the Source Book series by Ward Lock (price £2.95). An invaluable guide for all small-boat sailors, with specific dinghies listed separately and fully described. There are 120 black-and-white photographs.

"Building Your Own Home," by Murray Armor, published by Prism Press (price £2.95). Even if a sailor's leave periods fall somewhat short of the time required to put up a house from the foundations, it is possible to use sub-contractors and still save a useful sum. This is a useful booklet for anyone interested in house ownership.

## AN IDEAL CHRISTMAS GIFT



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"Intruders, Sah! Caught 'em carrying out a recce of the Palace chimney pots, Sah!"

## NEWSVIEW

### A shot in the (Fleet Air) Arm

The prolific wordage churned out in recent months about the mighty Ark Royal has included sizeable contributions from Navy News, and for that we offer no apology. For, poignant as Ark's farewell must be, who could gloss over the passing from the scene of so proud a ship and name, representing a whole era of Fleet Air Arm history?

Some pretty far-fetched "second careers" have been advocated for her, some of them seemingly mindless of the sheer magnitude of the preservation problems. Outside groups appear more concerned with preservation than the sailors themselves, accustomed as they are to seeing their old ships go for scrap — surely a more appropriate fate than an uphill and continuing financial struggle to keep the huge ship intact.

#### Another Ark?

Ship's traditions survive in the names they bear, and few people doubt that another Ark will one day arrive. Some, in fact, would like to see the third of the Invincible class bear the name.

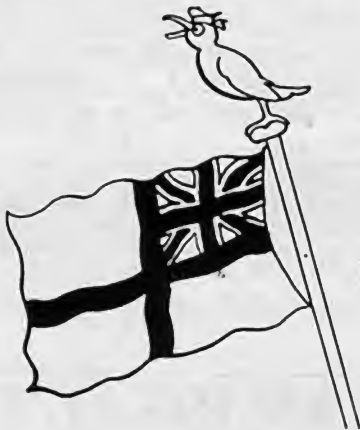
Ark's departure could, of course, have signalled a particularly low ebb in Fleet Air Arm fortunes, but a neat sense of timing has seen the first Sea Harrier arrive to start trials in H.M.S. Hermes. To this formidable aircraft, new and improved helicopters, and a variety of technological developments, the flyers and those who maintain the aircraft pin their hopes.

It is a future with differences, but all the old pride and flair is there to meet the challenges as the Air Arm plans for the next decade. In the '80s Naval Air Command expects to have nearly 150 front-line aircraft forming an important contribution to NATO's maritime operations.

#### Excitement

Sometimes new hardware appears an unconscionable time arriving, and the name Sea Harrier seems to have been on many lips for a long time. Now, in its impressive reality, it cannot fail to generate excitement.

To have watched Ark's power-packed jets finally streak away would have inflicted a shattering blow but for Sea Harrier's arrival. As a powerful weapon in NATO's strategy and morale-booster for the Fleet Air Arm — indeed the entire Navy — it makes a highly-desirable recruit.



# Take to the boats!

## NAVY 'CAPTURES' EARLS COURT

Enthusiasts of all ages have come to regard the London International Boat Show as one of the most exciting and informative events of the nautical calendar.

Next month the exhibition will celebrate its 25th anniversary, and, as one of the original participants in the first show, the Royal Navy has been invited to provide the sponsorship.

As the show's central theme, the Navy will occupy a prestigious pool-side position at the heart of the Earls Court event, which takes place between January 4 and 14.

#### Jackstay transfers

The Navy's exhibition will be in two parts — first, an attractive pavilion in the form of a lighthouse constructed on a jetty jutting out into the central pool; and secondly a pavilion on the opposite side of the pool which will house two-and three-dimensional exhibits illustrating different facets of today's Service.

There will be jackstay transfers for the public across the pool.

The lighthouse feature will incorporate a cell from which London Broadcasting will make daily broadcasts to the capital about the show and those participating. Two ancient sailing galleon cannon will point out across the pool from the lighthouse.

#### Invincible model

On the ground floor of the two-storey pavilion on the opposite side of the pool, a static display will illustrate the role and composition of a naval task group. Detailed yet simple — to — understand rear-illuminated displays will emphasise how the group operates, offensively and defensively, above, on and below the sea surface.

Replenishment at sea will be the theme of an impressive five-model display which will include the Invincible anti-submarine cruiser in the centre flanked by supply

vessels, with an Ikara Leander and H.M.S. Sheffield on the outside positions.

A special stand paying tribute to the vital role played by the Navy's hydrographers will include a photographic feature illustrating the survey vessels and a display of maps and charts.

The pavilion's first floor will house a lounge for V.I.P. visitors to the show.

Close by, members of the public will be able to watch a film of the Whitbread Round the World Race shown by the Royal Naval Sailing Association, and there will be a display illustrating career opportunities in the Royal Navy.

The W.R.N.S., Submarine Command and Alliance Appeal, the R.N.R. and the Sea

Cadet Association will also be represented at the show.

The Royal Naval Display Team will play an active role in entertaining the public. The daily Colour Ceremony, performed by a Royal Marines Band and Guard, will be followed by a mast-manning display in which team members will demonstrate their agility in mast-climbing and descending to music.

About 40ft. above the pool centre, 16 members of the team will also combine their climbing and gymnastic skills in the famous Window Ladder Display.

The close of each day will be marked by Beat Retreat and Ceremonial Sunset by the Royal Marines musicians.



An artist's impression of the 1979 Boat Show central feature.



## FOUR TO RECEIVE AIR FORCE CROSS

# THE ORION HEROES

Four Royal Navy helicopter aircrew are to receive the top flying award, the Air Force Cross, for "great courage, devotion to duty, and professional competence," in rescuing men from the gale-stricken oil rig Orion earlier this year.

The four recipients, all lieutenants at the Royal Naval Air Station, Culdrose, are Glen James Tilsley, Robert George Davidson, Anthony James Eagles, and Paul Crudgington.

The Orion, carrying a maintenance crew of 33, broke away from its tow on the evening of February 1, at the height of a Force 10 storm, and was driven ashore on the rocky west coast of Guernsey.

When Lieuts. Tilsley and Davidson (pilot and observer) arrived on the scene in their Sea King helicopter, darkness, screaming 70 miles-an-hour winds, and boiling seas were not the only hazards. The rig's four support legs towered 200 feet into the air, adding peril to any approach.

Lieut. Tilsley had the Sea King

## Man of Year

Lieut. G. J. Tilsley, helicopter pilot from the Royal Naval Air Station Culdrose, pictured as one of the personalities at the "Man of the Year" luncheon in London. Later it was announced that he and three colleagues (Lieuts. R. G. Davidson, A. J. Eagles, and P. Crudgington) had all been awarded the Air Force Cross for the rescue of personnel from the oil rig Orion.



in position while Lieut. Davidson was winched down, only to find the rig men petrified at the prospect of being hauled up on a wire in the appalling conditions. Lieut. Davidson managed to dispel their fears, and in all went

down 11 times to retrieve personnel, speeding these survivors to Guernsey airport.

### PROBLEMS

The second Sea King moved into position, Lieuts. Eagles and Crudgington (pilot and observer) facing the same problems as their colleagues, but they succeeded in rescuing a further 12 survivors.

They were unable to return to the scene because of a mechanical failure to their aircraft.

However, the first Sea King went back, where the rig's movement was adding to the difficulties. They managed to winch up two further survivors before hovering became impossible.

At one point Lieut. Tilsley lost tail rotor control and all visual references. Only excellent inter-crew co-operation saved the situation.

The following morning they returned to the rig to bring off the last of the survivors.

### COMMENDATIONS

The winchmen in the two helicopters have also been honoured for their part in the operation.

The Queen's Commendation for Valuable Service in the Air goes to Chief Aircrewman Malcolm John Tupper and Chief Aircrewman Terence Anthony King for their "skill, courage, and professionalism" during the rescue.

Before the awards were announced, Lieut. Tilsley had been nominated as the Royal Navy's personality at the "Man of the Year" luncheon, at the Savoy Hotel in London.

He was among the recipients of a commemorative scroll from the Duke of Devonshire.

## 'FLY NAVY' AID FOR TANKER, TOO



Another page in the history of the world's battle against oil pollution of the oceans as the Greek tanker Christos Bitas goes to the bottom in mid-Atlantic, following the striking of a rock near Milford Haven. H.M.S. Eskimo accompanied the flotilla on its slow passage to the tanker's final resting place.

Picture: LA (Phot) B. Pratt.

# The great Sea King Shuttle!

The Royal Navy's powerful "civilian aid" capability was highlighted in the 18 days from October 13, when Sea King helicopters from the Fleet Air Arm station at Culdrose completed no fewer than 42 sorties in the events following the disaster to the Greek oil tanker Christos Bitas.

For the tanker, Friday the 13th lived up to its reputation. The vessel struck rocks near Milford Haven, resulting in a massive anti-pollution operation in which the Navy played a leading part.

At first the aim was to save the ship and her cargo, and the Sea Kings kept up a shuttle service, ferrying stores, equipment, and personnel — and also keeping a wary eye on breakaway oil slicks.

During the 18 days the Christos Bitas remained afloat, the Sea Kings of 706 and 826 Squadrons, Fort Grange Flight and the Royal Air Force Training Unit spent many hours on task for the Department of Trade.

### 'FUNERAL'

The Sea Kings alone, operating some of the time from R.A.F. Brawdy, put in more than 90 hours of flying.

Eventually the decision was taken to sink the tanker in mid-Atlantic, to avoid further pollution. The frigate H.M.S. Eskimo accompanying the "funeral" flotilla to the spot where the tankers sea cocks were opened, and she went to the bottom.

For the Eskimo, it was the culmination of two weeks of anti-pollution and salvage work following the disaster.

Cdr. Peter Murison, a keen ornithologist, ordered trays of

food and water to be put on deck for the benefit of birds affected by oil.

To their surprise — in the middle of the Irish Sea — they attracted not only sea birds, but also robins, goldfinches, starlings, sparrows, and even a barn owl.

## FLEET AIR ARM MUSEUM ENTERS THIRD PHASE

Construction work has started on the £350,000 final phase of the Fleet Air Arm Museum at Yeovilton. The Trustees have spent £262,000 on the first two phases of the development and are appealing for public financial support to meet the final costs.

Meanwhile, the Science Museum in London is investigating the possibility of constructing a building to house Concorde 002, at present exhibited in the open alongside the Fleet Air Arm Museum.

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# Antelope gets the shudders

"Collision!" That was the immediate thought on board H.M.S. Antelope when the ship, driving at 28 knots fully darkened and with all radars off, was suddenly shaken by violent vibration.

Both engines were stopped instantly for investigation into the cause of it all, but even so it was a full two minutes before the ship stopped shaking.

Trials on both shafts identified the starboard shaft to be the cause of the problem, and this meant a night dive in the open sea for FCMEA (P) Bill Beale and AB Gregory Harrison, who had to cope with the ship's drift and movement.

On surfacing they reported that an entire blade was missing from the starboard propeller.

### EMERGENCY

The incident occurred when the Antelope was engaged in a night encounter exercise with H.M. ships Fife, Jupiter and Ajax during OCTEVAL 78. The antelope continued the exercise on one shaft only, and returned to Devonport later for an emergency docking.

Five days afterwards, with a new blade fitted, the ship was once again back in business.

### Fife airlift

A Sea King helicopter from the R.N. air station Culdrose airlifted an injured member of the ship's company of H.M.S. Fife to Freedom Fields Hospital, Plymouth.

# Herald breaks Ramps record

After an unsuccessful attempt on the Rock Race record, the runners of H.M.S. Herald assaulted H.M.S. St Angelo's Ramps when they arrived in Malta en route to the Persian Gulf — and their effort ended in a triumph.

The record for the fastest individual in the Royal Navy was broken by Lieut. Alan Ratcliffe with a time of 51 minutes 2 seconds.

The start of the race was watched by the Second Sea Lord, Admiral Sir Gordon Tait, who had visited the Herald — as well as H.M. ships Hydra and Fawn, who accompanied the Herald — earlier in the day.

Of the eight starters, five finished the race, the others being Lieut. N. Youseman, LS Emms, Lieut. A. J. Riley and JASTWD Cooke.

Herald teams played two football matches in Malta, beating R.A.F. Luqa and losing to St Angelo.





# ACTION ACTION

## Lympstone — the

## Green Beret school

Commando Training Centre Royal Marines, Lympstone, has a lot to live up to. The men it produces have to be worthy of a reputation respected the world over. Worthy of the Green Beret.

The pictures in these pages capture just a few of the ingredients instilled in men of the Royal Marines at CTCRM. Here there is battle-fitness, discipline, endurance past exhaustion, the commando's rugged skills.

The men wading through Peter's Pool on Woodbury Common know they have to complete this 6½-mile obstacle course in 70 minutes if they are to be awarded the coveted beret. They also have to endure a nine-mile speed march in 90 minutes, carrying rifle and equipment; and an assault course; and a series of aerial rope bridges known as the Tarzan course.

Most Corps military and specialized training is now concentrated at Lympstone, a camp which dates back to the Second World War.

Today, a staff of 85 officers and 600 other ranks are responsible for training 45 would-be officers and 850 other

Above — Recruits from 115/116 Troop carry out helicopter drills on Woodbury Common, a few miles from CTCRM.

Right — Recruit Stephen Hartley shows the strain of battle fitness training as he carries Recruit Christopher Boarland.

Below — Colour Sgt. John Windybank, drill leader, explains some of the finer points of "square-bashing" to Second Lieut. Martyn Meekums, one week into his recruit training.



Pictures by  
PO(Phot) Bob Pearce

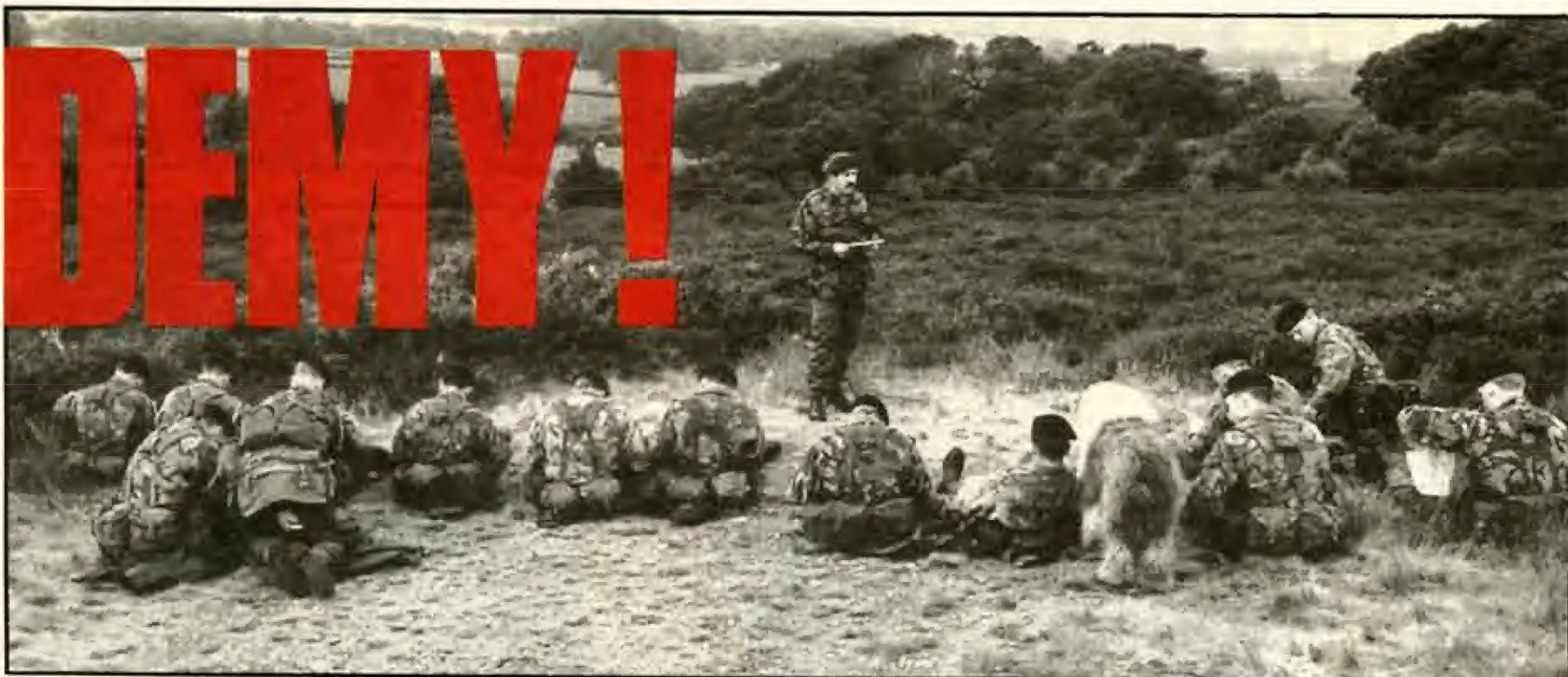


Above — The adjutant of CTCRM, Lieut. John Roberts, R.M., leads 111 and the troop is known



# ACADEMY!

## the hool



Sgt. Dave Haddon instructs 115 Troop, and Sadie, in map reading on Woodbury Common. But Sadie has heard it all before — she belongs to Sgt. Haddon.

anks at any one time. Their brief is to teach all aspects of infantry skill and commando tactics.

To that end, CTCRM is divided into five wings, plus an administration element. The five divisions are for officers, COs, recruits, signallers and clerks, and specialist training or weapons instructors, assault engineers and drill instructors.

Basic training for junior (under 17) and adult recruits is done by Commando Training Wing during an intensely active course lasting 26 weeks for the older recruits, and 15 for the juniors.

Lympstone is in the heart of Raleigh country — so named after Sir Walter Raleigh who grew up in the neighbourhood. The Commando Training Centre lies on the Exe estuary, 3½ miles from Exmouth. Plymouth is about 50 miles away to the west.

Recruits quickly become familiar with the surrounding countryside, particularly Woodbury Common, which has a nature that suggests that military men are not new to this part of the country. Woodbury Castle, a mound, is thought to have been built a century before the Romans arrived in Britain.

Royal Marines history goes back a mere 300 years, but has been forged in battle honours won all around the world. CTCRM is dedicated to making sure that the call "Send in the Marines" will never go unanswered.



Above — Recruits negotiate part of the assault course at CTCRM during battle fitness.



Above — 111 Troop drill for their final pass out parade.

Right — Recruit James Shaw leads his section through Peter's Pool at the start of the endurance course, a gruelling test of rough ground, pools, and water-filled tunnels.



and 230 Troops on their King's Squad pass out parade around CTCRM. The senior as King's Squad.



Above — Not Wombles in the woods, but Sgt. Tommy Sands giving final instructions to snipers about to start a 500m. stalk.



# PEOPLE IN THE NEWS

**CMT (P) JOHN CROSS** is the only registered acupuncturist in the Armed Forces. Two years of intensive study at the British College of Acupuncture in London during week-ends and leave periods resulted in a licentiate diploma this summer. John qualified as a Chartered physiotherapist eight years ago, and is at present serving at the Commando Training Centre Royal Marines, Lympstone. John, however, cannot practise this form of medicine in the Service, and he leaves the Navy in March to set up clinics in Exmouth and Newton Abbot. Very involved in sports medicine, John has been honorary physiotherapist to the British Amateur Athletics Board, and is a senior lecturer with the Association of Chartered Physiotherapists in Sports Medicine.



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Whitby	£11.40	£6.70	Oxford	£3.80	£2.25
Scarborough	£10.50	£6.15	Reading	£3.40	£2.00
Wetherby	£9.90	£5.80	Worcester	£3.60	£2.30
Hull	£9.00	£5.30	Gloucester	£5.40	£3.15
Goole	£8.40	£4.95	Cirencester	£4.60	£2.70
Doncaster	£10.20	£6.00	Swindon	£4.20	£2.45
Leeds	£9.60	£5.80	Marlborough	£3.80	£2.25
Bradford	£9.00	£5.30	Plymouth	£7.50	£4.40
Huddersfield	£8.40	£4.35	Newton Abbot	£6.60	£3.90
Sheffield	£7.80	£4.60	Exeter	£5.80	£3.40
Chesterfield	£6.90	£4.05	Easton	£3.80	£2.25
Nottingham	£6.90	£4.05	Portland	£3.80	£2.25
Leicester	£5.80	£3.40	Weymouth	£3.80	£2.25
Northampton	£10.50	£6.15	Dorchester	£3.80	£2.25
Blackpool	£9.30	£5.45	Wimborne	£3.80	£2.25
Manchester	£9.30	£5.45	Swansea	£7.50	£4.45
Warrington	£9.30	£5.45	Cardiff	£6.60	£3.90
Liverpool	£9.30	£5.45	Newport	£6.20	£3.65
Birkenhead	£9.30	£5.45	Bristol	£4.60	£2.70
Chester	£9.00	£5.30	Bath	£4.20	£2.45
Stafford	£7.80	£4.60	Salisbury	£2.60	£1.55
Newcastle Under Lyme	£7.50	£4.40	London	£4.00	£2.35
Preston	£9.90	£5.80	London	£4.00	£2.35
Wolverhampton	£8.00	£4.05			

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular traveling requirements can be organized at short notice — write, telephone or call Southdown Motor Services Ltd., Winston Churchill Avenue Portsmouth PO1 2DH — Tel. 22311



Parading their winnings at R.N. air station Culdrose are four men who won the team event at a motor cycle proficiency competition held at Camborne Comprehensive School. From left to right they are **NAM ROSS CATTRELL**, **ELMN (A) NIGEL TOMES** (seated on motor cycle), **PO IAN DICK**, and **NAM BOMBER BROWN**, who also won first prize in the 250cc. event. Team manager **Lieut. JOHN ALDOUS** has recently started a motor cycle proficiency scheme in Culdrose, aided by Nigel Toms and Ian Dick.

Picture: LA (Phot) P. Brown.

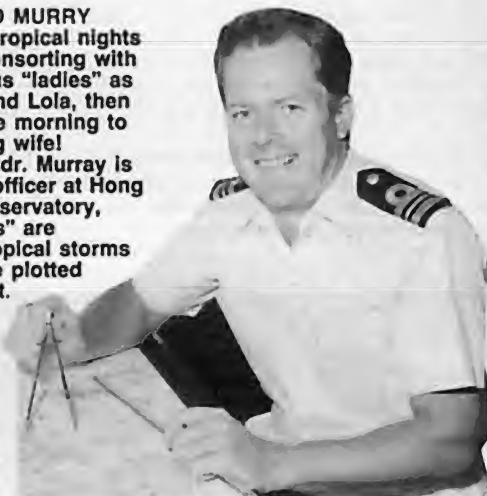


Mrs. **NICHOL**, of South Road, Edgware, watches as Artificer Apprentice **STEPHEN HAWORTH** plays a cornet which belonged to her late husband. Mrs. Nichol presented the cornet to H.M.S. Fiscard Volunteer Band for safekeeping. Her husband joined the Navy in 1917 and played in the R.N. Barracks Bluejacket Band in Devonport before the war. The family still has a naval link through grandson **JSA PAUL BENTLEY**, at present serving in H.M.S. Ark Royal.

Picture: LA (Phot) B. Newman.

**Lieut.-Cdr. DAVID MURRY** spends his hot, tropical nights in Hong Kong consorting with such tempestuous "ladies" as Agnes, Wendy and Lola, then goes home in the morning to an understanding wife! Actually, **Lieut.-Cdr. Murray** is the R.N. liaison officer at Hong Kong's Royal Observatory, and those "ladies" are typhoons and tropical storms which have to be plotted through the night.

**Lieut.-Cdr. Murray** is the 12th naval forecaster to be on the Observatory's staff since 1949. His last appointment was in H.M.S. Ark Royal.



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## PEN-PALS...

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to Pen Pals, Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:-

**Chrissie** (22), single, blonde hair, blue eyes, Peterborough.  
**Sandra** (34), single, 5ft. 6in., brown hair, Glasgow.  
**Jane** (21) single, 5ft. 4in., brown hair, blue eyes, Portsmouth.  
**Tracy** (18), single, 5ft. 5in., brown hair, Bristol.  
**Annamarie** (17), single, 5ft. 6in., auburn hair, brown eyes, Blackburn, Lancs.  
**June** (39), divorced, 5ft. 3in., red hair, brown eyes, Harrow, Middx.  
**Viki** (32), single, 5ft. 5in., dark hair, green eyes, Harrow, Middx.  
**Margaret** (16), blonde hair, blue eyes, East Croydon, Surrey.  
**Julie** (15), 5ft., brown hair, Birmingham.  
**Mary** (17), single, 5ft. 4in., fair hair, blue eyes, Co. Cavan, Ireland.  
**Lesley** (19), single, 5ft. 4in., brown hair, London.  
**Sue** (16), brown hair, brown eyes, Hertford.  
**Susan** (19), single, brown hair, blue eyes, Leigh, Lancs.  
**Ellen** (19), single, brown hair, green eyes, London.  
**Carol** (22), single, brown hair, blue-green eyes, London.  
**Julie** (17) single, 5ft. 6in., brown hair, hazel eyes, Hampton Hill, Middx.  
**Lorna** (18), single, 5ft. 3in., brown hair, hazel eyes, Rotherham.  
**Cathy** (21), single, 5ft. 6in., blonde hair, Luton, Beds.

**Cathy** (16), 5ft. 5in., auburn hair, blue eyes, Leicester.  
**Theresa** (17), single, 5ft. 3in., brown hair, blue-green eyes, Pentre, Rhondda.  
**Maureen** (18), single, 5ft. 6in., brown hair, blue-grey eyes, Bolton, Lancs.  
**Denise** (16), 5ft. 8in., brown hair, blue eyes, North Shields.  
**Shirley** (17), single, 5ft. 7in., fair hair, green eyes, Dewsbury, Yorks.  
**Carol** (15), 5ft., brown hair, hazel eyes, W. Yorkshire.  
**Jayne** (16), 5ft. 5in., brown hair, brown eyes, Birmingham.  
**Karen** (15), 5ft. 4in., brown hair, Golspie, Sutherland.  
**Wendy** (19), single auburn hair, blue eyes, Harlow, Essex.  
**Beth** (17), single, 5ft. 6in., auburn hair, blue eyes, Watford, Herts.  
**Joan** (20), single, 5ft. 7in., blonde hair, blue eyes, Welling, Kent.  
**Frances** (17), single, 5ft. 5in., brown hair, blue eyes, Morden, Surrey.  
**Beryl** (34), widow, fair hair, blue eyes, Holywell, Chwd.  
**Joy** (16), brown hair, Holywell, Chwd.  
**Sharon** (18), single, brown hair, blue eyes, Belfast.  
**Caroline** (15), blonde hair, blue eyes, Luton, Beds.  
**Diane** (15), 5ft. 4in., brown hair, green eyes, Birmingham.  
**Leone** (15), black hair, brown eyes, Tipton, W. Midlands.  
**Viki** (16), 5ft. 7in., brown hair, Bristol.  
**Rowan** (15), 5ft. 4in., brown hair, blue eyes, Bristol.  
**Kay** (16), 5ft. 2in., brown hair, blue eyes, Bristol.  
**Shariene** (17), single, 5ft. 4in., brown hair, brown eyes, Bristol.  
**Tania** (16), 5ft. 6in., brown hair, green eyes, Denbigh, Chwd.  
**Jane** (21), single brown hair, Warrington, Cheshire.  
**Jane** (15), 5ft. 5in., brown hair, blue eyes, Birmingham.  
**Janice** (16), 5ft. 3in., green eyes, Newcastle-on-Tyne.  
**Gillian** (15), 5ft. 6in., brown hair, blue-grey eyes, Preton, Lancs.  
**Anne** (16), 5ft. 4in., fair hair, blue eyes, Louth, Lincs.

**Mandy** (17), single, 5ft. 3in., auburn hair, blue eyes, Hertford, Herts.  
**Jo** (17), single, 5ft. 4in., brown hair, hazel eyes, West Bromwich.  
**Tracy** (16), 5ft. 5in., brown hair, blue eyes, West Bromwich.  
**Denise** (16), 5ft. 1in., dark hair, blue eyes, Burton-on-Trent.  
**Wendy** (16), 5ft. 5in., blonde hair, blue eyes, Barrow-on-Soar, Leics.  
**Jo** (15), blonde hair, blue-green eyes, Uppminster, Essex.  
**Rita** (15), 5ft. 3in., brown hair, blue-grey eyes, Soham, Co. Durham.  
**Karen** (18), single, brown hair, hazel eyes, Stockport.  
**Jayne** (17), single, 5ft. 4in., auburn hair, hazel eyes, Grimsby.  
**Kiri** (16), blonde hair, blue eyes, Stoke-on-Trent.  
**Dorothy** (28), single, 5ft. 3in., brown hair, green eyes, Nottingham.  
**Lee** (16), brown hair, green eyes, Sunderland.  
**Sandra** (23), single, dark hair, brown eyes, Deal, Kent.  
**Andrea** (16), 5ft. 2in., brown hair, grey eyes, Caerphilly.  
**Andrea** (18), single, 5ft. 3in., brown hair, brown eyes, Dewsbury, W. Yorks.  
**Carol** (16), 5ft. 5in., brown hair, brown eyes, Edinburgh.  
**Carolyn** (17), single, 5ft. 3in., dark hair, blue eyes, Buckingham.  
**Karen** (17), single, 5ft. 3in., brown hair, hazel eyes, Rotherham.  
**Jennifer** (17), single, 5ft. 8in., blonde hair, green eyes, Glasgow.  
**Colette** (18), single, 5ft. 2in., dark hair, blue eyes, London.  
**Marlael** (15), 5ft. 4in., brown hair, green eyes, Tunbridge Wells.  
**Karen** (16), brown hair, green eyes, Dudley, W. Midlands.  
**Wendy** (15), 5ft. 4in., blonde hair, green eyes, Bury St Edmunds.  
**Sarika** (16), 5ft. 6in., brown hair, brown eyes, Mexborough, S. Yorks.  
**Mandy** (18), single, brown hair, blue-green eyes, Wednesbury, W. Midlands.  
**Terry-Anne** (17), single, 5ft. 6in., black hair, green eyes, Starnbridge, Cheshire.  
**Shirley** (43), divorced, 5ft. 2in., brown hair, blue eyes, two children, Yeovil.

**Debbie** (19), single, 5ft. 3in., blonde hair, blue eyes, Basingstoke, Hants.  
**Sarah** (18), single, 5ft. 3in., brown hair, grey-green eyes, Swindon, Wilts.  
**Susan** (23), single, blonde hair, blue eyes, Blackpool.  
**Julie** (18), single, 5ft. 2in., blonde hair, hazel eyes, Buxton, Derbyshire.  
**Diane** (15), blonde hair, green eyes, Leeds.  
**Allison** (16), blonde hair, blue eyes, Galeshead.  
**June** (22), single, brown hair, brown eyes, Rentrewhire.  
**Donna** (17), single, 5ft. 4in., brown hair, blue-green eyes, Basildon, Essex.  
**Julie** (15), blonde hair, green eyes, Walsall, W. Midlands.  
**Marla** (18), single, 5ft. 3in., brown hair, grey-blue eyes, Peterborough.  
**Jean** (23), single, 5ft. 5in., blonde hair, blue eyes, Birmingham.  
**Gina** (15), brown hair, blue eyes, London.  
**Michelle** (19), single, 5ft. 10in., fair hair, blue eyes, Luton, Beds.  
**Ruth** (18), 5ft. 4in., black hair, hazel eyes, Camarthen, Dyfed.  
**Debbie** (16), 5ft. 3in., brown hair, brown eyes, Cullompton, Devon.  
**Joanna** (22), single, 5ft. 7in., brown hair, brown eyes, Bordon, Hants.  
**Theresa** (19), single, 5ft. 3in., blonde hair, blue eyes, Kingston-on-Thames.  
**Maureen** (16), 5ft. 3in., ginger hair, blue eyes, London.  
**Angela** (21), single, 5ft. 5in., blonde hair, green eyes, London.  
**Liz** (17), single, 5ft. 5in., brown hair, grey-green eyes, Leatherhead, Surrey.  
**Joan** (18), single, 4ft. 11in., brown hair, brown eyes, Crook, Co. Durham.  
**Alice** (17), single, 5ft. 2in., blonde hair, green eyes, Harlow, Essex.  
**Mary** (37), separated, 5ft. 2in., fair hair, blue eyes, Brentford, Middx.  
**Lynn** (24), single, 5ft., fair hair, blue-grey eyes, West Midlands.  
**Linda**, single, 5ft. 7in., brunette, blue-green eyes, Redhill, Surrey.  
**Jane** (17), single, 5ft. 4in., brunette, green eyes, Horley, Surrey.  
**Karen** (18), single, 5ft. 4in., blonde hair, blue eyes, Guernsey.

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# PEOPLE IN THE NEWS



## Pebble Mill presentation

B.B.C. personality **BOB LANGLEY** presented an engraved tankard to **Lieut. Colonel PAUL NEVILLE**, Principal Director of Music to the Royal Marines for the last ten years, after he had appeared on the Pebble Mill at One television programme. The programme, with the Band of the R.M. School of Music, was **Lieut. Col. Neville's** final public appearance before his retirement.

## Dhobiman Tao is 70!

H.M.S. Arrow's No. 1 dhobiman recently celebrated his 70th birthday! **Mr. TAO CHUEN WAN** joined the Navy as a dhobi firm's cook in 1921. He does the entire ship's laundry by himself and shows no sign of retiring. To mark the birthday, the Arrow's commanding officer, **Cdr. BILL DAVIS**, presented Mr. Tao with a celebration cake.

## Tally collection

**Mr. ROBERT GOWANS**, of Cleghorn Street, Dundee, has a cap tally collection to be proud of. At present he has about 950 tallies, and is hoping to reach the 1,000 milestone. His oldest ribbon is from the battleship Hood, built in 1891 and sunk as a blockship at Portland in 1914.

**PO DOLLY GRAY**, from H.M.S. Kent, walked off with a trophy and £150 after winning the solo section of the Services Folk Competition run by the British Forces Broadcasting Service and B.B.C. Local Radio. This was the second year of the competition, and Dolly — real name Jim — was the Navy's first and only winner in any of the three sections. The final was held at R.A.F. Gutersloh, West Germany.

## Royals fly to flood disaster

Three Royal Marines landing craft specialists were flown to Calcutta in October to assist the authorities during the heavy flooding of northern India. The three, **Cpl DAVE WINN** and **Cpl DAVE OATES** of the R.M. Raiding Squadron, Plymouth, and **Sgt PETER BIGGS** (R.M. Poole), helped train Indian Sappers to use inflatable craft and outboard engines supplied by Britain to aid disaster relief.

## Le Fanu portrait

**Lady LE FANU** has unveiled a posthumous portrait at Britannia Royal Naval College of **Admiral of the Fleet Sir MICHAEL LE FANU**. Also at the unveiling were five members of Admiral Le Fanu's term at Dartmouth, 1927-30, **Rear-Admiral W. A. HAYNES**, **Capt. E. S. CARVER**, **Capt. R. R. H. BODDY**, **Capt. E. M. HARVEY** and **Cdr. H. J. Le S. METCALFE**. The portrait was painted by **Miss JUNE MENDOZA**.



H.M. submarine Oberon's visit to London in October brought back memories for ex-LS **JOHN GAMBLE**, of Wokingham, who remembered her launching 20 years ago. John, now a member of the bosun's party in H.M.S. Belfast, took a party of photographers out into the Thames to record the Oberon's arrival under Tower Bridge. Now 60, John completed 33 years' service in the Royal Navy. Picture: CPO (Phot) Ben Cartwright.



**LRO GEORGE MALCOLMSON** was returning to H.M.S. Sirius in Gothenburg harbour when he saw a young woman fall 15ft. into the water. He dived in and supported her to the nearby frigate U.S. Elmer Montgomery, then slipped away unnoticed while she was receiving first aid. It was discovered the woman could not swim or shout for help — she was deaf and dumb.

Five days later, long after the ship had left Sweden, George casually mentioned the incident to a messmate. His divisional officer got to hear of the rescue, and a signal was sent to the Gothenburg authorities informing them of the identity of their shy hero.



These happy, smiling faces are usually to be found behind the camera rather than in front of it. They were pictured around a saluting gun on a visit to H.M.S. Dolphin. The six, who were on a course at the Joint School of Applied Photography, H.M.S. Excellent, are (left to right) **Cpl CHARLIE CRAM** (R.A.F. Leeming); **Wren ANN STURK** (H.M.S. Excellent); **LA GEOFF HOLLAND** (H.M.S. Osprey); **Wren JO MORRISON** (H.M.S. Drake); **SAC VINCE AVERY** (R.A.F. Newton) and **Cpl KEN MANN** (R.A.F. Leuchars). Picture: PO(Phot) Len Cobbett.

## If the cap fits . . .

Several years ago while serving together in H.M.S. Brinton, a young **OS BILL MCGOVERN** tried on the coxswain's cap in the presence of **Mid. BERNIE BRUEN**, who remarked: "Take it off — you'll never make cox'n." The reply was: "Sir, if I don't make cox'n, you'll never make lieutenant." Now serving together again, **Lieut. Bruen** (right) and **PO(D) McGovern** find themselves in H.M.S. Gavinton — as coxswain and first lieutenant!

Picture: CPO(Phot) Jamie Jameson.



## ... PEN-PALS

**Sandra** (21), single, 5ft. 6in., blonde hair, grey-blue eyes, Carlton Nottingham.  
**Debbie** (18), single, 5ft. 4in., auburn hair, blue eyes, Eastbourne.  
**Doreen** (29), single, 5ft., brown hair, brown eyes, Sheffield.  
**Evelyn** (17), single, 5ft. 4in., brown hair, brown eyes, Redcar, Cleveland.  
**Josephine** (18), single, 5ft. 7in., brown hair, green eyes, Carshalton, Surrey.  
**Mary-Anne** (18), single, 5ft. 8in., blonde hair, blue eyes, Camberley, Surrey.  
**Lesley** (41), separated, 5ft. 1in., brown hair, blue eyes, Midlothian.  
**Susan** (21), single, 5ft., brown hair, blue eyes, Crook, Co. Durham.

**Janice** (15), 5ft. 3in., brown hair, hazel eyes, Epping, Essex.  
**Bev** (18), single, 5ft., auburn hair, hazel eyes, West Bromwich.  
**Karen** (16), 5ft. 7in., auburn hair, brown eyes, Plymouth.  
**Valerie** (16), chestnut hair, blue eyes, Dunfermline.  
**Mandy** (15), fair hair, blue eyes, Leeds.  
**Karen** (15), 5ft. 5in., brown hair, blue eyes, Swinton, Manchester.  
**Karen** (16), 5ft. 3in., brown hair, brown eyes, Ayr.  
**Dawn** (15), fair hair, blue eyes, Willenhall, W. Midlands.  
**Mandy** (16), 5ft. 6in., brown hair, brown eyes, Billingham, Cleveland.  
**Carol** (17), single, blonde hair, blue-green eyes, Edinburgh.

**Cerys** (20), single, 5ft. 3in., brown hair, brown eyes, Alberta, Canada.  
**Nan** (20), single, 5ft. 9in., auburn hair, blue eyes, Edinburgh.  
**Gillian** (18), single, brown hair, blue eyes, Edinburgh.  
**Karen** (19), single, 5ft. 5in., brown hair, green eyes, Edinburgh.  
**Irene** (17), single, 5ft. 9in., red hair, brown eyes, Paisley.  
**Maya** (15), 5ft. 7in., black hair, Newport, Isle of Wight.  
**Helen** (16), brown hair, brown eyes, Chippington.  
**Dawn** (16), blonde hair, blue eyes, Chippington.  
**Toni** (18), single, brown hair, green eyes, London.

**Heather** (18), single, auburn hair, brown eyes, Blaydon, Tyne and Wear.  
**Judy** (18), single, blonde hair, blue eyes, Blaydon, Tyne and Wear.  
**Christine** (17), single, 5ft. 5in., brown hair, brown eyes, Billingham, Cleveland.  
**Evelyn** (19), single, 5ft. 6in., brown hair, blue eyes, Glasgow.  
**Elizabeth** (21), single, 5ft. 7in., brown hair, blue eyes, Helensburgh.  
**Christine** (16), 4ft. 8in., blonde hair, blue eyes, Wolverhampton.  
**Jackie** (17), single, 5ft. 6in., brown hair, hazel eyes, Loughborough.  
**Viola** (18), single, 5ft. 2in., black hair, Bristol.

**Julie** (15), 5ft. 4in., brown hair, blue-green eyes, Salford, Manchester.  
**Diane** (15), 5ft. 3in., brown hair, blue grey eyes, Letchworth, Herts.  
**Corinne** (16), brown hair, brown eyes, Cullompton.  
**Bev** (16), 5ft. 4in., brunette, brown eyes, Middlesbrough.  
**Sally** (16), 5ft. 4in., auburn hair, Middlesbrough.  
**Doris** (19), single, 5ft. 2in., brown hair, green eyes, Willington.  
**Ann** (21), single, 5ft. 3in., dark hair, green eyes, Galeshead.  
**Hilary** (18), single, 5ft. 3in., brunette, hazel eyes, Hitchin Herts.  
**Sandra** (34), 5ft. 7in., blonde hair, Birmingham.

**Gaynor** (16), 5ft., brown hair, blue eyes, Blackburn, Lancs.  
**Jane** (16), 5ft. 1in., fair hair, blue eyes, Blackburn, Lancs.  
**Ann** (15), 5ft. 4in., blonde hair, blue eyes, Glasgow.  
**Debbie** (17), single, blonde hair, blue eyes, Derby.  
**Catherine** (16), brown hair, blue-green eyes, Derby.  
**Teresa** (17), single, 5ft. 3in., brown hair, brown eyes, Annan, Dumfriesshire.  
**Jackie** (16), blonde hair, blue eyes, Aberdeen.  
**Lesley** (17), single, 5ft. 2in., blonde hair, blue eyes, Benfleet, Essex.  
**Lynne** (17), single, 5ft. 2in., blonde hair, blue eyes, Linwood, Renfrewshire.  
**Jean** (28), single, 5ft. 6in., blonde hair, blue eyes, one son (6), Knaresborough.

**Anne** (15), 5ft. 4in., brown hair, blue eyes, Manchester.  
**Alice** (21), single, auburn hair, grey-blue eyes, Glasgow.  
**Kay** (17), single, 5ft. 6in., auburn hair, green eyes, Bristol.  
**Shelley** (15), 5ft. 4in., brown hair, brown eyes, London.  
**Janette** (16), 5ft. 5in., brown hair, green eyes, London.  
**Tina** (18), single, brown hair, blue eyes, Southampton.  
**Mandy** (19), single, 5ft. 1in., brown hair, brown eyes, Sherborne, Dorset.  
**Fiona** (16), auburn hair, blue eyes, Reading, Berks.

**Brenda** (18), single, brown hair, blue eyes, Co. Roscommon, Ireland.  
**Mandy** (16), blonde hair, brown eyes, Southampton.  
**Julie** (17), single, 5ft. 7in., fair hair, Leeds.  
**Lesley** (17), single, 5ft. 4in., black hair, brown eyes, Coventry.  
**Lynne** (17), single, 5ft. 2in., fair hair, blue eyes, North Shields.  
**Carol** (16), 5ft. 5in., brown hair, blue eyes, Jarow.  
**Lyn** (17), single, 5ft. 5in., brown hair, brown eyes, Coventry.  
**Brenda** (18), single, 5ft. 4in., blonde hair, green eyes, London.  
**Susanne** (15), 5ft. 4in., blonde hair, blue eyes, Glasgow.

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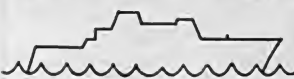
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## Team 'dropped' at Birmingham

Who said Birmingham City were short of good strikers? This fellow, part of a powerful team, is good in the air and can hit the target.

CPL Garry Lawry is part of a Royal Marines Free Fall Parachute team which jumped into St Andrews Stadium as a curtain-raiser to the First Division local derby between Birmingham and Aston Villa.

Despite a low cloud base, unpredictable air currents and the floodlight pylons, all eight landed safely from a British Airways Rapide within 30 metres of the centre circle to a tremendous reception from the 37,000 crowd. One of the parachutists even brought the match ball!

The team, based at Poole, have more than 320 descents to their credit this year.

Picture: PO Bob Pearce.

## Accident figures shock

The distressing results of today's road traffic accidents make harrowing reading, and it is a toll of death and injury to which the Royal Navy makes its contribution.

The Navy road deaths figure for 1977 showed an increase over the previous year, while injury statistics also provide some depressing reading, particularly as far as the young are concerned. For instance, nearly 140 ratings and other ranks aged 19 and under were injured; and the figures were similar in the 20-24 age bracket.

Much thought continues to be devoted to methods of improving the figures and so reducing resulting tragedy and suffering.

The running of courses is included, one of the latest places to hold them being R.N. air station Culdrose, which has noted in particular the many motor-cycle accidents which are occurring in Devon and Cornwall.

From Culdrose itself two people have been killed and about 50 injured to varying degrees of seriousness in motor-cycle accidents over the past 18 months.

A motor-cycle proficiency scheme has now been organized there in conjunction with the RAC, with training carried out on Saturday mornings by RAC instructors and supervised by the Area Road Safety Officer.

The scheme has been organized by Lieut. John Aldous, who is himself a trained instructor and is at present serving with the School of Aircraft Handling. The aim is to pass the RAC Proficiency Test.

Plenty of support from the many motor-cyclists at Culdrose is reported, and the hope is that the scheme will assist in reduce some worrying accident figures.

## SSAFA RECORD!

At time of going to Press, the final result was not known of the Navy's contribution to the SSAFA Christmas Market, held at Chelsea on November 22, but it was clear that a record had been set. The Navy was responsible for the cake stall.

"Although final figures are not yet known, our contribution, through your hard work and generosity, looks as though it will be about £4,000," said the First Sea Lord (Admiral Sir Terence Lewin) in a message of appreciation.

"May I say a very big thank you from Lady Lewin and her helpers to all those ships, establishments and individuals who contributed so generously, baked so skilfully and helped so cheerfully."

# ANOTHER KIND OF DIVE . . .

Life down under took on a new meaning for eleven submariners from H.M.S. Sceptre when they "dived" nearly a mile underground at Parsonage Colliery, Leigh, Lancashire.

The Sceptre, latest and most sophisticated of the Royal Navy's nuclear hunter / attack Fleet submarines, was visiting Wigan when the invitation to explore the mine came from the National Coal Board.

Her commanding officer, Cdr.

Rob Forsyth, was among those who travelled to the coal face — almost two miles from the pit shaft bottom.

"It was very hot — and very hard work," he said on arriving back at the surface. "It was also totally unlike anything I expected."

"I thought I'd find a place full of bright lights and trains with a lot of people and noisy machinery. In fact it was very dark and in places absolutely dead silent — quite an eerie experience. Hundreds of men came out of the lifts and then just got swallowed up into the tunnels."

"There were only about 20 or 30 men working on the coal face — the others were scattered around operating the conveyors."

"We were taken part of the way by train, but at the end we were crawling down the narrow seam on our hands and knees."

At over 1,000 metres, Parsonage Colliery is among the deepest in Europe.

"We were all agreed we'd rather work underwater than underground," Cdr. Forsyth concluded.



Two men used to life "down under" — coalworker Morris Woods (left) and LRO Dennis Shea — exchange hats at Parsonage Colliery.

Picture: CPO(Phot) Ben Cartwright

## POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (Int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during October.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters Assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW/RS(W)) — Int (15.3.77); 2: LS(EW/LRO(W)) — Dry, Nil; PO(M) — Int (19.1.78); 5: LS(M) — Dry, 7: PO(R) — Int (11.5.77); 8: LS(R) — Dry, 6: PO(S) — Dry, 2: LS(S) — Dry, 3: PO(D) — Dry, Nil; LS(D) — Dry, 3: PO(MW) — 179, Nil; LS(MW) — Dry, Nil; PO(SR) — Int (15.5.78); Nil; LS(SR) — Dry, 1: POPT — 193, 1: RPO — 222, 3:

RS — 250, 7: LRO(G) — Int (26.9.78); 8: CY — 165, 3: LRO(T) — Int (14.6.77); 2: PO(SYSM) — Dry, Nil; LS(SYSM) — Dry, 1: RS(SM) — Int (7.12.76); 9: LRO(SM) — Dry, Nil; PO(UW/XSM) — Int (1.9.77); 2: LS(UW/XSM) — Dry, Nil.

PO(MEM) — Dry, 8: LMEM — Dry, 45: POCEL — Dry, 6: LCEM — Int (11.5.78); 9: POEL — Int (9.5.78); 10: LOEM — Int (19.10.78); 27: POEL — Int (16.8.78); 8: LREM — Dry, 15: POWT — 75, 12: LWTR — Int (4.11.77); 15: POSA — 258, 10: LSA — Int (10.11.76); 16: POCA — Dry, 2: LCA — Dry, 1: POCK — 411, 7: LCK — Int (8.6.76); 12: POSTD — 259, 5: LSTD — Int (23.8.77); 16: POMA — 205, 1: LMA — 129, 5: POAF/POAM(AE) — 211, Nil; LAM(AE) — 140, Nil; POEL(A) — Int (15.9.76); Nil; LREM(A) — Int (1.7.77); 1: POEL(AW) — Dry, 8: LEM(AW) — Int (27.5.77); 1: POA(AH) — 299, 3: LA(AH) — Int (26.11.76); 9: POA(SE) — 624, Nil; LA(SE) — Int (6.5.77); Nil; POA(PHOT) — 416, Nil; POA(MET) — 148, Nil; POACMN — 196, 2: POWREN AF(AE) — 184, Nil; LWREN AM — 150, 1: POWREN CK — Int (30.9.77); Nil; LWREN CK — Int (12.7.77); 2: POWREN DSA — Int (22.7.77); 2: LWREN DSA — Int (6.5.77); 4: POWREN MET — 129, Nil; LWREN MET — Int (1.6.77); Nil; POWREN PHOT — 160, Nil; LWREN PHOT — Int (14.6.77); 1: POWREN R — 215, Nil; LWREN R — Int (22.7.76); 5: POWREN RS — Int (7.9.76); 1: LWREN RO — Int (15.6.76); 6: POWREN STD G — 205, Nil; LWREN STD G — Int (11.5.78); 1: POWREN STD O — Dry, 2: LWREN STD O — Int (14.6.77); 3: POWREN SA — Int (10.5.78); 3: LWREN SA — Int (5.4.78); 3: POWREN TSA — 88, 1: LWREN TSA — 187, 3: POWREN WA — Int (18.2.77); Nil; LWREN WA — Int (15.10.76); 1: POWREN WTR G — Int (9.8.76); 3: LWREN WTR G — Int (18.10.76); 7: POWREN WTR P — Int (20.9.76); 1: LWREN WTR P — Int (28.7.77); 3: LWREN WTR S — Int (18.10.77); 1: POWREN DH — Int (6.5.77); Nil.

## Operation Drake under way

The Prince of Wales was met by the Lord Lieutenant Field Marshal Sir Richard Hull, the Flag Officer Plymouth, Vice-Admiral Sir John Forbes, and the Commodore H.M.S. Drake, Commodore John Carlill, when he arrived at H.M.S. Drake at the start of Operation Drake on October 22.

The brigantine Eye of the Wind will sail on a voyage of discovery in the wake of Sir Francis Drake's circumnavigation — and the project has been supported by the Prince since its inception.

After meeting the Master, Capt. C.P.R. Collis, and the young explorers on board, the Prince took the wheel as Eye of the Wind was towed into the Sound. There she exchanged salutes with the Sail Training Association schooner, Malcolm Miller, before both headed for the Breakwater.

Eye of the Wind, in readiness for the expedition, has been refitting at H.M.S. Drake, much of the work being done on a voluntary basis by members of the Royal Navy.

## PROMOTIONS

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic has been issued:—

### REGULATING BRANCH

To MA — R. Wilkie (Hecate), A. F. Coles (Nelson), M. A. Wood (Neptune), M. J. York (Euryalus).

### WEAPONS ENGINEERING

To COEL — J. B. Bull (Aurora), J. S. Parker (Sealion).

### MEDICAL BRANCH

To CMT — F. A. Phillips (RNH Plymouth).

### ARTIFICERS & MECHANICIANS

To ACOEA — J. T. Andrews (Neptune). To ACOEMN — G. J. Jeffery (Fearless). To ACCEA — M. E. Arnold (Neptune). To ACREMN — M. R. Perrett (Naiad), D. Phillips (Naiad).

Christmas and New Year Greetings to all WRNS Senior Rates from the WRNS Senior Rates Mess, H.M.S. NEPTUNE

## HAPPY CHRISTMAS

to all members and friends of the Plotting and Radar Instructors' Association H.M.S. Dryad.

## CABIN HOTEL THE HOE, PLYMOUTH

John and Muriel Palmer and family wish a Happy Christmas and Prosperous New Year to all their naval friends, both serving and retired.

Plymouth 69119

# BASE PORTS

Surface ships' expected base ports for about 18 months ahead are shown in the following list, with the operating port when that is different.

Some ships temporarily out of commission or shortly going out of commission are not shown, nor are some minor war vessels used

for training.

Ships marked GFS are part of the Gibraltar refit stream.

It should be remembered that these lists are for guidance only and are liable to change. Divisional officers have access to the official information on which the lists are based.

### PORTSMOUTH

Antrim  
Ashanti  
Beagle  
Birmingham  
Blake  
Bristol  
Bulwark  
Cardiff  
Coventry  
Diomedea (from GFS)  
Falmouth  
Fearless  
File  
Glamorgan  
Glasgow  
Herald  
Hermes  
Hydra  
Intrepid  
Juno  
Kent  
London  
Londonderry

### Lowestoft

Newcastle  
Norfolk  
Sheffield  
Tartar  
Torquay  
Waterwitch  
Fast Training Boats  
2nd MCM Squadron  
3rd MCM Squadron

### DEVONPORT

Active  
Ajax  
Alacrity  
Amazon  
Ambuscade  
Andromeda  
Antelope  
Apollo (GFS)  
Ardent  
Arethusa  
Argonaut  
Arledne  
Arrow

### Aurora

Avenger  
Bacchante  
Berwick  
Brighton  
Broadsword  
Charybdis  
Cleopatra  
Danae  
Dido  
Euryalus  
Fawn  
Fox  
Galatea  
Hecate  
Hecia  
Jupiter  
Leander  
Minerva (on commis-  
sioning)  
Mohawk  
Naiad  
Penelope  
Phoebe  
Sirius  
Woodlark

### CHATHAM

Achilles  
Echo  
Egeria  
Endurance  
Enterprise  
Eskimo  
Hermione (on paying  
off)  
Plymouth  
Rhyl  
Scylla

### ROSYTH

Gurkha  
Nubian  
Rothesay  
Yarmouth  
Zulu  
1st MCM Squadron  
Fishery Protection  
Squadron  
Fast and Offshore  
Patrol Vessels





Mr. John Huntley (centre) and Mr. Rowland Harris, chairman and secretary of the Submarine Old Comrades Association Wales No. 1 branch, receive a souvenir of the submarine H.M.S. Finwhale at the end of her last voyage from the first lieutenant, Lieut.-Cdr. John Miers, son of Rear-Admiral Sir Anthony Miers, V.C., president of the Association.

# FAREWELL FINWHALE

Two ex-submariners — former leading seaman John Huntley and ex-able seaman Rowland Harris, chairman and secretary of the Submarine Old Comrades Association Wales No. 1 branch — sailed in H.M.S. Finwhale on her last voyage from Newport to H.M.S. Dolphin on November 6.

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### Installation Engineering

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### Test Engineering

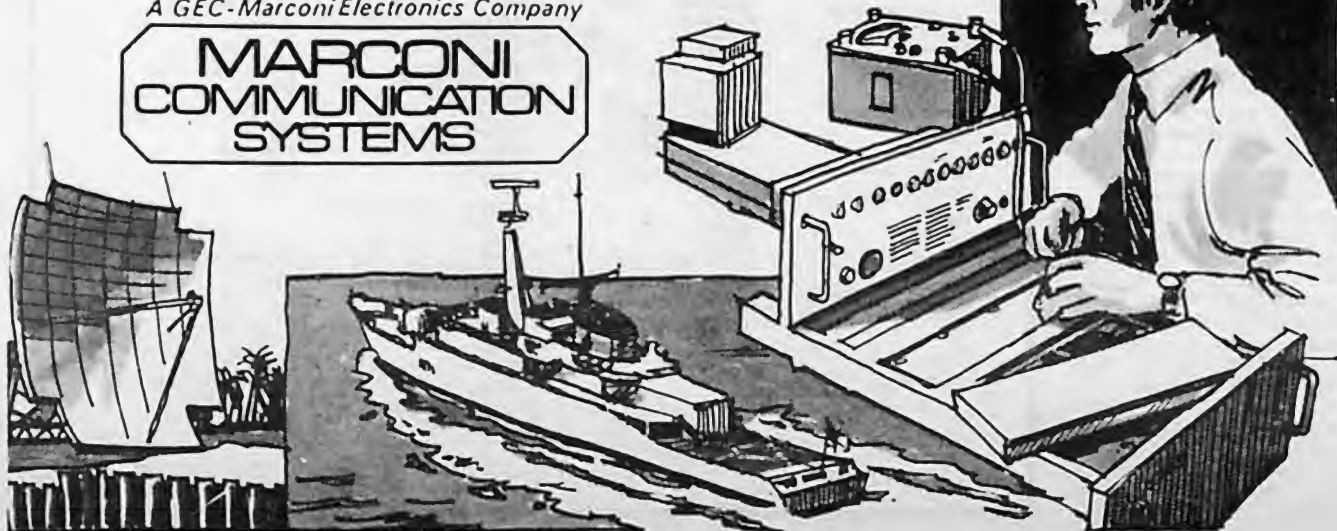
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*If you're leaving the forces soon, and you'd like to find out more about our work and what we can offer you, write with a brief outline of your service career to Terry Ford, Marconi Communication Systems Limited, New Street, Chelmsford, Essex.*

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The Finwhale, one of eight Porpoise-class patrol submarines built between 1958 and 1962, and now on the disposal list, has many firm ties with the Old Comrades. For two years in succession she was awarded the Association's Efficiency Shield.

Mr. Huntley sailed in H.M.S. Andrew when she made the first crossing of the Atlantic in 1953 and Mr. Harris served in submarines in the North Sea, North

Cape and the Far East during the Second World War.

As a farewell gift, the two former submariners were presented with a framed photograph of the Finwhale, to be hung in Gwent County Hall.

When the Finwhale returned to H.M.S. Dolphin the crew were greeted on the jetty by a Royal Marines band playing "Waltzing Matilda" for the benefit of her Australian commanding officer, Lieut.-Cdr. Richard Dunn, on exchange duty with the Royal Navy.

## Lindisfarne's Blyth spirit



Leading Cook Ron Peterson and Leading Seaman Brian Cairns, of H.M.S. Lindisfarne, visiting Alnwick Castle arms gallery.

True Northumbrian entertainment welcomed H.M.S. Lindisfarne's visit to Blyth — the port near to the island from which this new Royal Navy ship takes her name.

At a meeting of the neighbouring district council at Alnwick, the commanding officer, Lieut.-Cdr. A. J. C. Morrow, was presented with a plaque to mark the ship's adoption by the people of Alnwick.

Visits by the ship's company included one to Lindisfarne Middle School, where an "adoption" lunch was followed by an illustrated talk on the Fishery Protection duties of the ship.

Since commissioning in March 1978, the Lindisfarne, latest of the Navy's Island Class of offshore patrol vessels, has been on patrol in the North Sea and South-Western Approaches, and has been kept very active by the Fishery Protection task.

The ship is making a second visit to Holland for the Europort Conference and Exhibition at Amsterdam, to be followed by more offshore patrol, including the Christmas and New Year period.

### Safety course

With responsibility for explosives transferred from the Gun-nery Branch to the Weapon Engineering Branch, the Royal Navy's Weapon engineering School held its first explosives safety officers' course at H.M.S. Collingwood.



# ROYAL NAVAL ASSOCIATION

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## Bermuda Bell for a belle!

The Bermuda Bell at West Bromwich Royal Naval Association Club rang the changes at the christening of seven-week old Louise Colledge, whose father, Mr. Bert Colledge, is steward of the Club. He is seen here with his wife, Barbara and the Rev. Stanley Holbrooke-Jones, of Holy Trinity Church, who performed the christening attended by 100 members and friends. The Bermuda Bell belonged to H.M.S. Bermuda, which West Bromwich adopted during the Second World War.



## REUNIONS

The 1918 Telegraphists Association cordially invite Telegraphists of the post-1918 era to their 47th annual dinner at the Union Jack Club, Waterloo, London, on May 5. Any ex-Sparkers interested in forming a Royal Naval Telegraphists Association should write (enclosing stamped envelope) to Mr. R. L. Maguire, 131, Nags Head Road, Enfield, Middlesex. Telephone: 804-299.

Former members of 852 Naval Air Squadron are invited to attend a reunion at the Victory Services Club, London, December 2. For details, contact Mr. C. Bristow, 100, Shepherds Lane, Dartford, Kent, DA1 2PA.

Ex-crew members of H.M.S. Bulwark interested in forming a Bulwark Association should contact Mr. D. W. Jacob, 30, Warfield Crescent, Waterlooville, Hants.

Survivors of H.M. ships Edinburgh and Trinidad, lost in the Arctic in May, 1942, and members of H.M. ships

Gossammer, Foresight, and Forester who wish to attend the 1979 Memorial Service and Dinner at Rhyd in April should contact Mr. Bill Daly, 70, Roundwood Way, Banstead, Surrey. Telephone: Burgh Heath 07373 54213.

The 1st Destroyer Flotilla (1942-45) held a successful reunion week-end at Portsmouth, October 21-22, and wish to convey their thanks to all in the area who made the visit so enjoyable.

A letter to stir the memory from Mr. N. T. Davies, of Guildford, Surrey, who writes to say he has been notified that Wilhelm Spahr, the navigator of U-47 when she penetrated the Scapa Flow defences and sank the battleship H.M.S. Royal Oak on October 14, 1939, died in Germany on October 6. He was in his 75th year.

Herr Spahr attended the first reunion of Royal Oak Survivors in 1967 as a guest, and again in 1972, and on each occasion he laid the official German wreath at the Royal Navy War Memorial.

## CALLING OLD SHIPMATES

It is always rewarding to hear how Navy News helps unite old comrades, but it was very exciting to bring together two old shipmates who had not met for 60 years — Mr. George Sinclair, who is 83, and Mr. Bill Bridger, who is 80. They met for a very happy reunion at Brighton in September.

Mr. R. K. Baldwin, of Belvedere

Lodge, Portsmouth Road, Thames Ditton, Surrey, who served in the Royal Navy during the second World War and spent two years in the repair ship H.M. L.S.E.L.S.1 would be pleased to hear from members of the ship's company.

Mr. W. Smith, of 131, Farm Road, Esher, Surrey, had a brother, E. S. Smith, who was killed in a flying accident on board the aircraft carrier H.M.S. Vengeance in 1946. He would like to hear from anyone who knew his brother or who remembers the accident.

Mr. H. S. Harrison, of 21, Knight Street, Netherfield, Nottingham, would like to hear from shipmates who served in H.M.S. Forth or H.M.S. Tyne 1950-51 and would welcome photographs of the visit to Villefranche, when Errol Flynn was filming.

Mr. John Bush, of 4, Middlemore Lane West, Aldridge, West Midlands, WS9 8DR, would like to hear from Claude William Westlake, of Blackmore North, Liss, Hants., who joined H.M.S. Barham, December, 1917, and later served in Iron Duke in 1924.

Mr. W. Henderson, of 39, Park House Gardens, Sherburn, Durham, served in H.M.S. Stormcloud 1943-46 and would welcome news of his old shipmates, particularly his old pal Buck, who was a leading stoker.

Mr. A. Andrews, of 26, Thornton Road, Bury St Edmunds, Suffolk, former air mechanic 1770 Squadron, H.M.S. Indefatigable, is keen to contact old shipmates with a view to having a reunion.

Mr. William Laing, of 52, Rawson Parade, Leura, New South Wales, 2781, is writing his autobiography and wants pictures of Rodney 262 class and 271 class, H.M.S. Ganges 1957, taken by Mr. R. A. Fish, official photographer. Would also like news of classmates.

Mr. R. Chambers, former telegraphist, 3, Mendip Rise, Locking, Weston-super-Mare, Avon, BS24 8BG, would be pleased to hear from old shipmates H.M.S. Snipe (1946-49) and H.M.S. Loch Insh (1950-51).

Mr. A. E. Haylar, of 37, Winsley Close, Penhill, Swindon, Wilts, wants to contact old shipmates who served in H.M. ships Valiant (1941-42) and Limbourne (1943).

Mr. Edward H. L. Woolf, of 3, Clements Court, Greens Lane, Hounslow, Middlesex, TW4 6EB, wants to contact former Lieut.-Cdr. R. Field who served in H.M.S. Defender at Tobruk, and who retired in 1963.

# Trafalgar helps the sailors of today

## BRANCH NEWS

When it comes to raising funds for Christmas, some branches believe in being early birds. Like the housewife who does her Christmas shopping at the summer sales, they have their raffle tickets sold and the money in the kitty by Trafalgar Day.

Harrogate's tickets were sold during the lunch session before the Trafalgar Night dinner and it was smart thinking to make the first prize a framed edition of Wylie's "Trafalgar." This inspired choice raised £110 for the King George's Fund for Sailors and was won by Shipmate Maurice Bulmer, of York (green ticket 332).

At a ceremony after the dinner, the commanding officer of H.M.S. Forest Moor and his wife were presented with honorary badges of the Royal Naval Association and appointed honorary Commodores of the branch.

## Celebrations

As celebrations to mark the anniversary of Trafalgar were held by most R.N.A. branches, here is a brief account of a few;

Harwich marked the occasion with a dinner dance and invited Admiral T.V. Briggs and Mrs. Briggs, and the Mayor and Mayoress of Harwich as guests of honour.

Rugby celebrated by inviting

their Mayor and Mayoress, who were piped aboard the R.A.D.E.A. Club by local Sea Cadets. Before the evening got under way a short service of remembrance was held, attended by 130 members and guests.

Torbay also did things in style. Shipmate George Alder (branch president) read Admiral Nelson's prayer as part of the traditional ceremonies and members presented an engraved goblet to the outgoing branch padre, the Rev. W. J. Troop.

At Stoke-on-Trent, Admiral Nelson's famous signal and a model of H.M.S. Ark Royal were displayed at the George Hotel when guests arrived for dinner.

In contrast to the formal celeb-

rations of Trafalgar Day, was the informal and friendly celebrations at Beer to mark the visit of H.M.S. Walkerton, Dartmouth's navigational training ship. The close link between Beer and Walkerton was further strengthened when Shipmates visited the ship and gave a party for members of the ships company at the Dolphin Hotel. Shipmates also enjoyed a day at sea in H.M.S. Cleopatra, sailing from Portland, and a visit to Dartmouth College which led to a trip on the River Dart.

## Hospitality

At the Plumbers Arms, Christchurch, Harvest Festival was conducted by Shipmate the Rev. S. McCarraher (branch president), assisted by three visiting clergy. Afterwards, the gifts and produce plus £20 went to the adopted branch charity — Portfield Home for Autistic Children. Shipmates also enjoyed visits to the CPO's Mess, H.M.S. Heron, the Thornycroft Social Club and the local Police Club and would like to convey their appreciation for hospitality received.

It was a week of celebrations at Bloxwich to mark the 25th anniversary of the branch. Their success story opened in 1953, when the branch was formed at The Bull's Head, later moving to rooms at two other public houses.

## Parade

Accommodation was rented in 1965 to enable the branch to purchase its own Club. This was achieved in 1974, and named Carless V.C. House after a First World War local sailor who won the V.C. serving in H.M.S. Caledon. Climax of the week's celebrations was a parade led by Walsall Sea Cadet Bands to All Saints Church for a service conducted by branch padre, the Rev. D. Felix, and Father Quinn. The

salute was taken by Capt. T. McKeown R.N., the Deputy Mayor of Walsall and Shipmate A. Toon (branch president).

A treasure hunt set the ball rolling at Newton Abbot whose members appear to be having a lot of fun and a full social round. The Topsy Turvey dance was a big success and one of the stars of the evening was Shipmate John Leighelm, who not only won the prize for the best-dressed "lady" but brought the house down by following up with a striptease!

The ladies' section, too, have been busy, holding a do-it-yourself Trafalgar Night dinner which, according to reports, "was as great

a victory for them, as Trafalgar was for Lord Nelson."

Lively times, too, at Wear — first a get-together organised by the WRNS Association, followed by the annual show of the Gardening Club, a big event which attracts enthusiastic support. Prizes for the most successful green fingers went to Shipmates J. R. Stephenson (four cups); M. E. Harrison; R. Scott; E. Brown and Mrs. Matt Davidson. Much hard work by Shipmate Jackey Ellis ensured the show was a big success.

## Success

Other highlights included an enjoyable evening arranged by Shipmate Matty Davison for 260 senior citizens and a successful buffet dance at the Club.

The No. 8 Area reunion dance and cabaret, held on November 24, attracted an attendance of 600 members and wives, guests on this occasion were the Secretary to the Council, Capt. R. Tiddy, Mrs. Tiddy, and Mr. and Mrs. Tatum.

Before signing off, Navy News wishes all shipmates a happy and joyous Christmas.

## IN BRIEF

A record number of old hands from the anti-aircraft cruiser H.M.S. Coventry (sunk in the Mediterranean in 1942) attended at Coventry Cathedral for the service of dedication of their new standard. The 58 members present

included a number who served in the ship before 1939.

★ ★ ★

Six hundred members of the Royal Naval Patrol Service Association attended the annual reunion at Sparrow's Nest Park, Lowestoft, which included 55 members and wives from Fleetwood branch. One member, Mr. Allen Smith, presented the R.N.P.S. museum with a model of the minesweeper B.Y.M.S. 2049, in which he served during the Second World War. He built the model to scale in his spare time.

★ ★ ★

A Blackpool White Ensign Association, formed a few months ago holds fortnightly meetings at the Guards Club, Blackpool and would welcome any ship's plaques or crests to decorate the walls of their new premises. Mr. T. Prince, 121, High Street, Blackpool, N.S., Lancs, would welcome any contribution.

## OBITUARIES

Shipmate W. B. Gage, ex PO cook, served in Royal Navy 1937-49, member of Skegness Branch 30 years, also branch president, died October 16, age 60.

Shipmate Harry Lucas-Carron, ex-PO gunner's mate and deep diving instructor, served in Royal Navy for 26 years, member of Wigston and District Branch, died October 22, age 67.

Shipmate Ted Mitchell, ex-leading telegraphist, served Royal Navy 1940-45, founder member Mansfield Branch, died October 26, age 58.

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## Put to the sword!

H.M.S. Coventry's commissioning cake is "put to the sword" by the ship's youngest rating, JMEM Graham Daniels, and Mrs. Belinda Burne, wife of the commanding officer, Capt. Christopher Burne, who is directing operations under the watchful eye of daughter Laura.

Picture: LA(Phot) Mike Beard



# Coventry joins Fleet

H.M.S. Coventry, the Royal Navy's newest Type 42 guided missile destroyer, joined the Fleet last month when she commissioned at a sun-lit ceremony in Portsmouth Naval Base.

She is the Navy's fourth Type 42, following in the wake of H.M. ships Sheffield, Birmingham and Newcastle. Three sister ships — Cardiff, Glasgow and Exeter — have been launched, and another three — Southampton, Nottingham and Liverpool — are under construction.

Designed to give area anti-aircraft defence, the Coventry's main armament is the Sea Dart missile system, which also has an anti-ship capability.

She is also armed with an automatic 4.5in. rapid-fire gun and anti-submarine torpedoes, and carries a Lynx helicopter.

Guests of honour at the commissioning on November 10 were the First Sea Lord, Admiral Sir Terence Lewin, and the Lord Mayor of

Coventry, Councillor Kenneth Benfield.

Lady Lewin launched the Coventry in June 1974 at Cammell Laird's Birkenhead Yard.

The new destroyer has already established strong links with the city of Coventry, and music at the commissioning was provided by the band of the Coventry Sea Cadets.

Medieval nails which fell from the roof of Coventry Cathedral when it was bombed in 1940 have been forged into a cross which was presented to the ship during the ceremony.

Mrs. Belinda Burne, wife of the commanding officer of H.M.S. Coventry, Capt. Christopher Burne, cut the commissioning cake with the help of the ship's youngest rating, JMEM Graham Daniels.



Capt. Christopher Burne, the commanding officer of H.M.S. Coventry, addresses the ship's company and guests at the commissioning of the new Type 42 guided missile destroyer in Portsmouth Naval Base.

Picture: CPO(Phot) Tony Wilson



# OBJECTS NOT APPRECIATED — PRESIDENT

There was a lack of appreciation in the Fleet of the Royal Naval Benevolent Trust's function, Vice-Admiral Sir John Roxburgh told the RNBT's 56th annual meeting.



Mr. Eric Ross, Portsmouth local secretary of the RNBT, was presented at the annual meeting with a cut glass decanter to mark 31½ years of service to the Trust.

Mr. Ross (pictured above) joined the RNBT in 1947, and has been local secretary since 1962. He is responsible for the administration of the Portsmouth office, which now handles all individual applications for financial assistance.

Picture: PO (Phot) George Wicks.

Admiral Roxburgh, president of the Trust, said this lack of appreciation was brought home to him by a proposal made at the Sailors' Fund Grants Committee meeting in June.

"Commenting on our decision to withdraw RNBT support from the Regular Forces Employment Association, a proposal was generally agreed that there should be a compensating abatement for R.N. and R.M. subscriptions to the RNBT.

"Clearly there has been a lack of communication between the RNBT and the Fleet somewhere along the line for such a proposal to be seriously agreed, and I would hope that more enlightened and more generous counsel may prevail in time."

## ESSENTIAL TASK

Earlier, Admiral Roxburgh said the RNBT was doing an essential task in the relief of distress among less fortunate sailors.

"It therefore grieves me to find a certain lack of appreciation of our function in the Fleet."

He also referred more fully to the decision to withdraw RNBT support from the Regular Forces Employment Association. This had been a particularly heavy burden for the Trust, which had contributed more than £500,000 to the association since 1922.

Other funds contributed barely £38,000 during the same period.

The admiral said that because of the pattern of

Residents of Pembroke Home for retired sailors at Chatham had a pleasant surprise when LA (Met) Tug Wilson, of H.M.S. Endurance, dropped in with more than 200 paperback books donated by the

## Pembroke surprise!

ship's company. Tug (left) and two members of the staff, are pictured helping residents sort through the books.

Picture: LA (Phot) Paul Gibson.

employment of ships and shore establishments, there was a need to review the management structure of the Trust. He hoped the sub-committee which was undertaking this review would be able to present its findings before the next annual meeting.

## IMMENSELY IMPRESSED

Admiral Roxburgh, who succeeded Admiral Sir Desmond Dreyer as president earlier this year, said he had visited all sections of the RNBT, and was immensely impressed with everyone with whom he had come into contact.

He announced that Admiral Dreyer had been invited to become a vice-patron of the RNBT as a mark of appreciation of his services as president from 1970 to 1978.

## £11,400 paid out monthly

"A very satisfactory period" was how honorary treasurer Mr. G. Coulson described the RNBT's statement of accounts for the nine months ended March 31.

He told the annual meeting that the Trust ended the period with an operating surplus of £82,489, offset by a loss of £92,918 on the sale of investments, to give an overall deficit of £10,429.

The operating surplus for the nine months was higher than it would have been if the accounts had run for a full year.

## INCREASED GRANTS

There had been substantially increased grants from King George's Fund for Sailors, the Royal Tournament and the Navy Weeks Trust. RNBT had also received £5,000 from the Silver Jubilee Royal Variety Gala Performance, and a once - and - for - all grant of £20,000 from the Ministry of Defence to cover inflation on Naval School of Motoring costs between 1974 and 1977.

Income from the Fleet in the form of the Naafi rebate had continued to improve, and new investments were paying off.

## MAIN EXPENDITURE

Main expenditure was in the form of grants and annuities paid to individuals. The monthly average was now £11,400 — compared with £9,800 a year ago.

Annuities paid to about 800 elderly beneficiaries had been doubled in February and the full impact of this increase — from a yearly £41,000 to £82,000 — would be felt during the current year.

But in spite of comments made at the meeting, he assured his audience that the Trust was held in deep appreciation and high esteem by the Fleet. It was recognized to be personal, discreet and fair.

"It would have been much nicer and more convincing if I could have appeared before you today armed with a fat cheque and thus able to refute certain quite valid comments concerning the understanding and interest on the part of the Fleet so as to get you away to a good start for the next financial year."

## PENNILESS

Admiral Leach said he had come penniless because of the pay situation.

"You are aware of this, you know the position, and it is currently getting harder."

"I am not prepared to lean on the Fleet to contribute further to funds, even though directly for their own benefit, until such time as they have, as is planned, achieved full comparability."

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## No extra cash from Fleet, says C-in-C

The Commander-in-Chief Fleet, Admiral Sir Henry Leach, admitted to the annual meeting of the RNBT that he had brought not a single penny towards the Trust's next financial year.



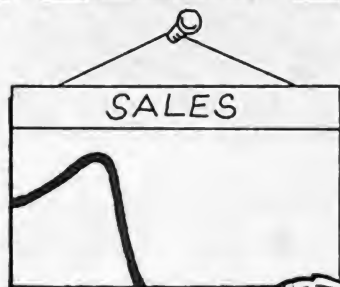
Pictured at the 56th annual meeting of the RNBT in London were (left to right) FCMEMN (P) D. C. Pearson (chairman, Portsmouth local committee); FCMA D. Bird (Devonport chairman); Commander-in-Chief Fleet, Admiral Sir Henry

Leach; Vice-Admiral Sir John Roxburgh (RNBT president); and FCMA J. T. Edwards (Chatham committee chairman, and chairman of Pembroke Home).

Picture: PO (Phot) George Wicks.



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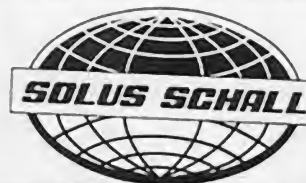
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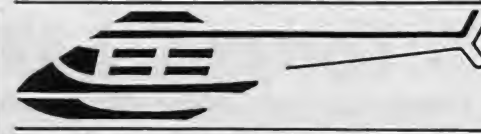
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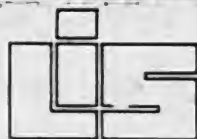
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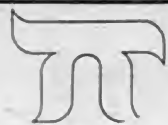
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# 'Royal' crew for Chaser



Royal "Yachtsmen" lived up to their name by volunteering to sail the training yacht Chaser on the 1,000-mile trip to Portsmouth from Gibraltar.

Left to right in the picture are: Ch. Air Dave Butcher (permanent skipper of Chaser), Shipwright Dennis Cook, LStwd Manwaring, AB Young, CPO M. Bird, LStwd Green, AB Simpson, Rear-Admiral H. P. Janion (Flag Officer Royal Yachts), who visited the Chaser before their departure, LMEM Green, LMEM Simpkins, LS Elwell, and AB Large (seated).

H.M. Yacht Britannia was in Gibraltar for a two-day visit following her involvement in Exercise Display Determination with NATO forces in the Mediterranean.

In a Top of the Rock race involving also runners from H.M.S. Ashanti, the latter ship produced the winner, POREL Dick Tracey, in a good time of 20 min. 58 sec. Second was RO Robson (Britannia).

## Trouncer retires

H.M.S. Trouncer has gone to the scrapyard, though few in the Service may ever have heard of the ship.

Launched at Quebec in 1945 as LST 3523 (landing ship tank), she was probably intended for operations against the Japanese, but with the end of the war, and under the name H.M.S. Trouncer, she was mothballed in the Clyde. In the Suez crisis she became the Empire Gull, and by 1970 had been taken over by the Royal Fleet Auxiliary helping to maintain the British Army of the Rhine.

She retires as the Army's last steam-powered ship.

### OBITUARIES

R. S. Hurley, CK, H.M.S. Fearless, October 17.  
C. C. Wickson, AB(S) (SM), H.M.S. Dolphin, October 17.  
K. P. Costello, OEA3, H.M.S. Collingwood, October 20.  
J. Wilcock, REA1 RNO Lochalsh, November 6.  
G. C. Wheddon, MNE. 42 Cdo., R.M. November 12.  
R. P. Sheppard, STD, H.M.S. Neptune (On loan to H.M.S. Crofton), November 16.  
G. R. Pope, SGT., R.M. H.M.S. Raleigh, November 16.

Mrs. Pat Anger, Warden of the Families Annex of Royal Sailors' Home Club, Portsmouth, for 16 years, and friend of many naval families.

J. E. Mead, PO Seaman FCI, Former president of POs' Mess, H.M.S. Pembroke.  
Lieut.-Cdr. T. Davis, G.C., Member of Merseyside Branch Submarines OCA.

### Police offer of jobs

The first familiarization weekend for Servicemen was held at Derbyshire Constabulary Headquarters, Butterley Hall, Ripley.

Men about to leave the Service in the next year saw how Derbyshire Police operate and heard talks on detective work, road traffic patrol duties, and the work of uniformed patrol officers.

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## SPORT

# Marathon men win in U.S.A.

Ten Royal Navy distance runners competed in the U.S. Marine Corps marathon in Washington last month, and won the military division in front of crowds estimated at nearly 40,000.

All ten Navy men finished in the first 500 in a marathon which attracted 6,000 runners competing in team races in military, college and club categories.

The Navy's presence was at the invitation of the U.S. Marines, and it is hoped this will become an annual fixture after the Navy's triumph.

First Navy man home was CPOPT Keith Cawley (H.M.S. Drake) in 18th place. His personal best of 2hr. 30min. 33sec. was rewarded when with three runners scoring, Lieut. Alvin Rich (H.M.S. Osprey, 2.37.23) and POEL(A) Colin Carthy (H.M.S. Daedalus, 2.38.8) finished 47th and 54th to clinch the military team prize.

The next six Navy runners to finish were Cpl. Neil Bowman (45 CDO R.M., 55th, 2.38.25); Cpl Dave Needham (R.M. Poole, 98th, 2.44.02); CPO Eddie French (H.M.S. Osprey, 101st, 2.44.12); LAM Jim Loveday (H.M.S. Osprey, 130th, 2.47.42); Cdr. John McDonough (H.M.S. Centurion, 141st, 2.48.50; and Major Michael Jenkins R.M. (H.M.S. Centurion, 258th, 2.55.04).

## 55th MARATHON

Tenth Navy runner was 53-year-old Lieut.-Cdr. Bob Pape (H.M.S. Sultan), who completed his 55th marathon in 484th place on the three-hour mark. He was the fourth runner home in his age group.



Pictured warming up in front of the U.S. Marine Corps war memorial, Washington — the start and finish of the 26-mile 385-yard course — are the Navy runners who won the military section of the third U.S. Marine Corps marathon. From left to right are Cdr. John McDonough, Lieut. Alvin Rich, POEL(A), Colin Carthy, Cpl Neil Bowman, Major Michael Jenkins, Cpl Dave Needham (moustache), LAM Jim Loveday, CPO Eddie French, and CPO Keith Cawley. Lieut.-Cdr. Bob Pape (inset) is obscured by Lieut. Rich.

## Sport in brief

The opening of the NATO FORACS range at Stavanger will give ships the opportunity to play against the newly formed Stavanger Rugby Football Club. H.M.S. Charybdis fielded two teams against the club, won both matches, and were entertained with much hospitality.

Club contact is Mr. John Doran, Harriet Beckers Vie 32, Stavanger, Norway, and their season extends from April to October.

## ARGYLL BOWL

42 Commando produced some exciting, running rugby to win this year's Argyll Bowl final against 41 Commando. The final score was 36-10 to 42 Commando, who are at present serving in Northern Ireland.

## ANTRIM, KENT XV

H.M. ships Antrim and Kent combined forces to win the Portsmouth Area Inter - Establishment Under - 19 rugby championship, beating H.M.S. Collingwood 14-7 in the final. It was the first time a ships team had entered the competition.

## RNAAA 'LIFERS'

The First Sea Lord, Admiral Sir Terence Lewin, was one of seven elected honorary life members of the R.N. Amateur Athletic Association at the annual meeting last month.

Others awarded life membership for their services to Navy athletics were Lieut. - Cdr. L. McBride, Lieut. - Cdr. R. Pape, FCPO L. Bell, FCPO G. Buck, FCPO P. Woolcott and CPO H. Sharp.

## ANTRIM ATHLETE

MEM Errol Johnson, who is serving in H.M.S. Antrim, has been awarded the R.N. Amateur Athletic Association's "Most Improved Athlete" trophy for 1978. A talented all-round sportsman, John Johnson is the Navy's 400m. champion and was awarded his Combined Services colours this season.

## WOMEN'S HOCKEY

Air and Scotland won both their games to take the R.N. women's inter - group hockey title at U.S. Portsmouth. In the deciding match against Portsmouth, Air and Scotland won the penalty flick "play - off" after the teams had been deadlocked at a goal piece. R.M., Plymouth and Medway were third.

## BOXING ARK

H.M.S. Ark Royal's boxing team did their ship proud in Florida and Gibraltar. They won three out of four tournaments while the ship was in Florida, and beat an experienced Army team from the 2nd Queen's Regiment at Gibraltar.

## BADMINTON

Portsmouth won the R.N. women's inter - group badminton championships held at H.M.S. Sultan last month. Portsmouth won easily by winning 21 matches to 13 by Air and Scotland, and two by R.M., Plymouth and Medway.

## EQUITATION

A Royal Marines officer, Capt. Arthur Stevens was the naval representative in the British Forces team which narrowly failed to win this year's international Inter-Service equestrian competition in Brussels.

A second member of the Royal Marines, Sgt. Chadbourne, travelled as reserve and the chef d'equipe was Lieut.-Cdr. Boyd Holden-Craufurd. Germany won the competition by a margin of just eight points from Britain.

## SWIMMING

# Masters records broken

Royal Navy swimmers broke two records at the Masters Age Group tournament in London, and finished second in the team competition.

Surg.-Lieut. Alex Wilson Mills broke the individual medley record and equalled his own personal best in the 33½yd. freestyle sprint in the 25-30 age group.

Sgt. Barry Shepherd (3 CDO BDE) also broke a record in the 33½yd. freestyle sprint, this time in the 30-34 age group.

## NAVY TEAM

Other Navy team members were Cdr. Lister Hickson (H.M.S. Heron), Lieut.-Cdr. Dave Summers (BFPO Ships), Surg.-Capt. (D) Dick Coppock (H.M.S. Nelson), Lieut. Ron Kimber (MOD(N)), Sub-Lieut. Dave Wilson (H.M.S. Heron), Sub-Lieut. Bob Sherwood (Fleetlands), Lieut. Peter Stephens (RAE Farnborough), CPO Nigel Folley (DNPTS), CPOPT D. Bessey (MOD(N)), and CPOPT D. Brewin (H.M.S. Caledonia).

## IN TRAINING

Surg.-Lieut. Alex Wilson Mills in busy training to win the Scottish 50 metre title. He has already won the East of Scotland 50m. title by beating Commonwealth Games swimmer Alan McClatchey in a record 22.7 sec.

On the water polo front, Portsmouth Command won the Hampshire knock-out tournament by beating Basingstoke, Eastleigh, and in the final, Southampton.

## BASKETBALL

H.M.S. Osprey won the 1978 Naval Air Command basketball championships held in H.M.S. Daedalus. H.M.S. Seahawk were runners - up, H.M.S. Daedalus third, and H.M.S. Heron fourth.

# PLYMOUTH POWER DECIDES TITLE

After two days of high - quality play at H.M.S. Raleigh last month, the favourites, Plymouth, came through the final against Portsmouth to win the Bawtree Trophy for Inter - Command squash.

There was a shock start to the proceedings when Air Command champion CPO Geoff Huggins defeated in - form MEMN(P) Frank Smith of Portsmouth, but the rest of the Air team could not emulate their first string and Portsmouth won 4-1.

Plymouth, with the experienced Cdr Brian Tayler and Lieut.-Cdr. Burton Toft at second and third string, showed their strength by beating Royal Marines 5-0. The Royals also lost 4-1 to a scratch team from Fleet Staff and Ships.

Highlight of the championships was a superb 90 - minute marathon between Cdr. Tayler (Plymouth) and Fleet's Lieut. - Cdr. Colin O'Keeffe. The former came back from the brink of defeat to lead Plymouth to a 4-1 victory. Lieut. - Cdr. Robin Bawtree notched up Fleet's only win by beating Sub - Lieut. Irvine Pratley.

In the play - offs, Royal Marines beat Medway and Scotland 5-0 to take fifth place, and Fleet finished third by beating Air 4-1.

Plymouth started slowly against

Portsmouth in the final, with LRO Clive Bell losing to Portsmouth's veteran Lieut. - Cdr. High Rump, and Cdr. Tayler and Lieut. - Cdr. Toft both lost games before asserting themselves against Lieut. - Cdr. Mike Sauvage and CPO Pat Beaton.

Lieut. Alec Johnstone clinched the title at 3-1 for Plymouth by defeating Sub - Lieut. Ian Napier.

## DUTCH TRIP

Four Royal Navy players travelled to Schiphol for the Dutch amateur championships and were

## SQUASH

included in a draw led by British amateur champion Awad of Egypt.

Lieut.-Cdr. Robin Bawtree (FOSM's Staff) won his first round match, while MEMN(P) Frank Smith (H.M.S. Sultan) lost to the British Army champion, Sub-Lieut. Irvine Pratley (RNEC-Manadon) lost to the R.A.F. champion, and CPOPT Pat Beaton (H.M.S. Temeraire) lost to the Dutch No. 3.

In the second round, Bawtree took the second game before succumbing to the ranked British player Peasley.

## Top ten rankings

Navy squash rankings are 1, Lieut.-Cdr. Robin Bawtree; 2, CPO Geoff Huggins; 3, MEMN(P) Frank Smith; 4, Lieut.-Cdr. Phil Pool; 5, Sub-Lieut. Irvine Pratley; 6, Cdr. Brian Tayler; 7, Lieut.-Cdr. Colin O'Keeffe; 8, Lieut.-Cdr. Burton Toft; 9, Lieut.-Cdr. Mike Sauvage; 10, CPOPT Pat Beaton.

Knocking on the door of the "top ten" are a group including Lieut. Alec Johnstone, Sub-Lieut. Ian Napier, Lieut. Peter Des Clayes, Sub-Lieut. Bill Johnson, Lieut. Chris Sawtell and Colour Sgt. D. Humphries.

## WHAT, WHEN, WHERE

### DECEMBER

30 Nov - 1 Dec - Hockey: Tri-Service and Inter-Services Indoor (St Athan).  
1 - Squash: R.N. v. Woking (Woking).  
2 - Badminton: WRNS Service trials (Portsmouth). Volleyball: R.N. v. Ashfield (H.M.S. Raleigh).  
2-3 - Basketball: R.N. v. Local clubs (Roxbury).  
2-3 - Swimming and water polo: R.N. v. Channel Islands (Jersey); Fencing: Liverpool tournament (Liverpool); Volleyball: R.N.U.20 v. Paignton and Derby (H.M.S. Raleigh).  
3 - Squash: Combined Services v. Combined Universities (Aldershot).

Hockey: R.N.U.21 v. Sussex U21 (Portsmouth).  
4 - Judo: B.J.A. national championships (Crystal Palace).  
4-17 - Skiing: Inter-Service bobsleigh championships.  
6 - Football: R.N. v. Fire Service (Portsmouth); Boxing: R.N. v. London North East (London).  
9 - Squash: W.R.N.S. Service trials (Portsmouth); Chess: R.N. v. Army (Arboretum).  
9-10 - Modern Pentathlon: National biathlon championships (Crystal Palace).  
10 - Volleyball: R.N. v. Roundwood v. Portsmouth Victory (National League) (Portsmouth); Hockey: R.N. v. Taunton (Taunton).

Cruba (Taunton).  
11 - Football: R.N. v. Plymouth Argyle (Plymouth).  
11-12 - Squash: R.N. ratings tournament (U.S.S.C. Portsmouth).  
15 - Squash: R.N. v. Hampshire (U.S.S.C. Portsmouth); Modern Pentathlon: Herta Nomads Pentathlon Christmas Stakes (Walton-on-Thames / Park Farm).  
16 - Football: R.N. County Youth Challenge Cup (2nd Round).  
16-17 - Skiing: British bobsleigh championships (Winter Berg).  
18-23 - Skiing: 4-man bobsleigh championships (Winter Berg).  
26-31 - Hockey: Nations 2-man bobsleigh cup (Konigssee).

Smith, Pratley and Beaton all reached the second round of the Plate competition, and Smith progressed to the third round where he was eliminated by Lew Arthur of the R.A.F.

## AIR TITLE

R.N. air station Culdrose retained the Naval Air Command team squash title after strong competition from Yeovilton, who were runners-up. H.M.S. Daedalus were third and H.M.S. Osprey fourth.

The individual title was won by CPO Geoff Huggins (Yeovilton) who beat Sub - Lieut. Bill Johnson (Culdrose) in the final. LEM Terry Reed (Daedalus) won the Plate Trophy after a spirited contest with PO Andy Marshall.

## PORTSMOUTH

New faces were much in evidence at the Portsmouth Command championships, reflecting the interest and quality of squash in the area. The standard of play was good, although with the exceptions of Lieut. - Cdr. Phil Pool (CNOCS) and MEMN(P) Frank Smith (H.M.S. Sultan), there were no top quality players on view.

These two defeated CPOPT Pat Beaton (H.M.S. Temeraire, and Sgt. Peter Best (R.M. Eastney) respectively to reach a final both have won in the past.

Smith had never before beaten Pool, but he came good on this occasion to win 9-6, 9-7, 9-5, and will be setting his sights on becoming the first rating to win the R.N. championships next month.

LS Graham Howat (H.M.S. Coventry) beat Lieut. Dominic Bell (H.M.S. Sultan) in the final of the Plate competition.

## THREE WINS

Three recent Navy representative matches all resulted in victories for the Service. London House were beaten 4-1, and both R.A.C. Club and Cornwall were whitewashed 5-0.



## SPORT

## Colts in winning form

With three wins out of four matches, and 13 players selected for this month's Combined Services Colts trip to Wales, the Royal Navy's Under-19 rugby players have got their season off to a good start.

The first representative match, against Cornwall Schools (19 Group) ended in an 8-15 defeat, but then came a hat-trick of wins against Cornwall Colts (15 points to 11), Portsmouth Command

Select XV (22-9) and Hampshire Schools 19 Group (13-10).

It was interesting to see several of last year's Under-19 squad in opposition for the Portsmouth Command game.

Royal Marines kept a tight grip on the Wildfire Trophy by winning the R.N.R.U. Under-19 tournament in H.M.S. Figgard and H.M.S. Raleigh for the fourth successive year.

## RUGBY

## All Blacks sink gutsy Services

After a pulverizing defeat at the hands of a powerful and talented Public Schools Wanderers XV on November 7, nobody would have given much for the chances of the Combined Services against the All Blacks, writes Mike Vernon.

In the event, they picked not only notched a rare win against the French Armed

Forces in the final game of this unevenly matched and costly series, but gladdened the hearts of an enthusiastic full house at Aldershot Military Stadium with a gutsy display against New Zealand on November 21.

But for a dropped pass right on the New Zealand line and failure to kick a straight-forward penalty — both in the first two minutes — Services might well have been a half dozen points ahead at the interval instead of trailing by six points to seven.

Their points came from a Geoff Fabian penalty goal, and an astute dropped goal from a free kick by R.A.F. fly-half Green.

## BEST RUGBY

The change of ends and wind direction seemed to galvanize the All Blacks into playing some of their best rugby of the tour and, despite gallant and unrelenting cover defence, the All Black machine began to click with awe-inspiring efficiency.

Four tries, one scored and all converted by McKechnie with pin-point accuracy and impeccable method to which he added a penalty goal, produced a final score of 34-6 which scarcely did the Services justice.

They, and Welsh referee Ken Parfitt, had contributed in abundant measure to a fine, exciting and sporting game in which the real victor was rugby football.

## WITH DIGNITY

Both on and off the field, the 1978 'All Blacks' wear their responsibilities to the game with dignity and much good humour.

I was honoured to have been in their company, and proud of the brave performance of the Combined Services side, in which Army flanker "Black Willie" Williams was outstanding, and Navy players Tansy Lea, Geoff Fabian, John Ackerman, and Steve Hughes were not found wanting.

## CTCRM win volleyball

CTCRM Lympstone won this year's Royal Navy inter-unit volleyball championships against the largest entry attracted to the championships since they started in 1972. Twentieth-three teams played off for the knock-out final.



Chalky Elliott (right) of H.M.S. Intrepid gets well off the ground for this header during the Navy Cup final against H.M.S. Heron at Yeovilton. But his efforts were in vain as Heron won the cup by two goals to nil.

Picture: LA(Phot) Keith Sturge.

## Heron shatters Intrepid hopes

H.M.S. Intrepid failed in their bid to become the second ship's team to win the coveted Navy Cup when they were beaten 2-0 by H.M.S. Heron at Yeovilton, writes Jack Sheppard.

Excellent goals by two former Navy players, Jimmy Quinn and Dave Vamplew, decided the outcome of a close-fought game, so the last Ark Royal's victory in 1939, remains the only occasion the trophy has been won by a ship.

The Youth Cup competition also produced plenty of excitement, and a few surprises. H.M.S. Vernon beat H.M.S. Figgard in one semi-final, while H.M.S. Daedalus beat H.M.S. Caledonia in the other.

Vernon's hopes of winning the

## SOCCER

trophy for the first time were dashed by goals from Rogers, Cameron, and Grisley as Daedalus ran out 3-0 winners.

## SOMERSET

After the Youth competition, a team was selected to play Somerset in the first round of the F.A. County Youth Cup. Despite playing together for the first time,

the side twice took the lead before being pegged back to a 2-2 draw. The goalscorers were Thackray (H.M.S. Collingwood) and Ringwrowe (H.M.S. Heron), and the replay was scheduled for November 25 in Somerset.

Navy team selector Sgt. Jimmy Foy looked at 40 players during the last month's senior trials in Portsmouth, then named two sides for matches against a Southampton A side and a Sussex Intermediate XI.

The Saints game was drawn 0-0 and the county team won 3-0.

## BLEND

Two other representative matches also gave the selector an opportunity to experiment with different blends of players. Tommy Johnson (H.M.S. Berwick) and Kevin Maddocks (H.M.S. Sultan) scored in a 2-2 draw against a Sussex Senior XI, and the Navy lost 2-0 to the Universities Athletic Union.

The senior team plays the British Fire Service at Victory Stadium (kick-off 1400), on December 6, and Plymouth Argyle A at Home Park (1415) on December 11.

## Wren table tennis titles decided

Wren Jill Massey (R.M. Deal) beat LWren Eddie Keczor (H.M.S. Dauntless) in the singles final at the R.N. women's inter-group and individual table tennis championships held in H.M.S. Nelson.

Doubles champions were LWren Kaczor and Wren Helen McShea (H.M.S. Drake), who beat Wren Massey and Wren Somerville (H.M.S. Warrior) in the final.

R.M., Plymouth and Medway won the team final, with Air and Scotland second and Portsmouth third.

## Sultan crew stars at regatta

Five mechanics from H.M.S. Sultan were the stars of the autumn inter-established and inter-command rowing regatta at Horsea Island on November 18.

In the face of competition from more than 70 entries from Sultan, Collingwood, Dolphin, Excellent, Heron and RNEC Manadon, the five won the beginners' coxed IV event in the morning, and the novice coxed IV in the afternoon.

## OPEN RACE

A WRNS crew from Excellent won the ladies' coxed IV, while the open race prize went to Heron after a hotly disputed final with Manadon.

The West Country took away one prize when Hunter (Manadon) beat Osmond (Sul-

tan) in the final of the novice skulls.

An eight from Manadon and Heron have got together to row at open competitions in the south west during the winter.

A novice crew from H.M.S. Collingwood and a senior "C" crew from H.M.S. Heron represented the Royal Navy in the annual Thames Head-of-the-River fours race. The Portsmouth crew completed the 2 1/4-mile course in 15min. 58sec. and the Yeovilton boat in 14min. 55sec.

The R.N. and R.M. Amateur Rowing Association's efforts to meet the resurgence of interest in the sport include the imminent delivery of seven new fibreglass sculling boats to the Plymouth, Yeovilton and Portsmouth clubs.

Also reflecting this interest is the naval rowing club shortly to be established in H.M.S. Neptune.

AB Wayne Green (H.M.S. Ajax) helped England to an emphatic 9-1 win against Denmark at Aarhus last month by beating Jorgenson, the Danish light-welterweight champion.

Green returns to Navy colours on December 6 for the tough match against London.

AB Nick Croombes (H.M.S. Kent) and newcomer RO Steve Surrey (H.M.S. Arethusa) were the only Navy winners in the 6-2 defeat by Midland Counties at Coventry.

But CPO Mick Shone, the Navy boxing coach, was left fuming by decisions that went against MNE Dennis Roberts (40 CDO) and LPT Gordon McBride (H.M.S. Sultan), and by the failure of Midland Counties to provide opponents for NAM Steve Willis (H.M.S. Daedalus) and LSA Roy Greenacre (FMG Portsmouth).

The Navy's losers on the night were CEM Mick Chance, MNE Steve Taylor, RO Mervyn Lescott and MEM Lee Turner of H.M.S. Mohawk, another newcomer to a Navy senior vest.

## COUNTIES

The Navy also lost to Western Counties, but the 5-4 margin reflected credit on a relatively junior team, missing Willis, Greenacre and England trio Green, Tom Taylor, and Terry Marsh.

Mervyn Lescott's second round victory over Young England welterweight Roy Hutchinson was one of the highlights of the night,

and AB Pat Jacobs (H.M.S. Nelson), newcomer STD John O'Driscoll (H.M.S. Intrepid), and Dennis Roberts were the other Navy winners.

Before the London fixture, where Wayne Green is due to meet ABA finalist Colin Derrick, the Navy was matched against North-Western Counties on November 24.

## NOVICES

As expected, Portsmouth Command dominated the Navy novices and youth championships held in H.M.S. Drake last month. Air Command were a very creditable second in the points, with Royal Marines third, Scotland fourth and Plymouth fifth.

Eighty-seven entries reflected the healthy state of the sport in the Navy, and the standard of boxing throughout the tournament was encouragingly high.

Winners were — Flyweight, S. R. Peck (Plymouth); bantamweight, Lathwell; lightweight, B. W. Norman (Plymouth); light-welterweight, RCT P. Daveren (R.M.); welterweight, C. Badoo (Air); light-middleweight, AB P. Driver (Portsmouth); middleweight, Powell (Portsmouth); light-heavyweight, Jackson (R.M.); heavyweight, Cowban (Portsmouth).



# THE SHAPE OF THINGS TO COME . . .

In this picture of the Invincible, now fitting out at Vickers Shipbuilding Yard at Barrow, the seven-degree Ski-Jump ramp can be seen on the port side of the ship.

Her initial complement of 28, which will increase to more than 100 before her contractors' sea trials next spring, have no problem finding somewhere to slake their thirst after a hard day's work. The ship and her crew have been adopted by a local pub, "The Travellers' Rest."

The pub manager, Mr. Fred Fisher, has named a bar after the Invincible and gifts have been exchanged between pub and ship.

Picture: Vickers



Right: Real Harrier and Invincible model create a futuristic illusion at Yeovilton

Picture: Western Gazette



## FLYING HIGH!

Continued from front page.

Sea King Mk 4 — First deliveries of 15 on order will be made next year to complement the Wessex 5 troop transports and give the Naval Air Commando Squadrons heavy lift capability. It is hoped to deploy the aircraft to the Arctic for the winter exercise season 1979-80.

### Is this the answer?

Continued from front page

The object is to provide an improved version of the old (and formal) system of representations by which any member of the Armed Forces was entitled to bring to notice matters considered of importance.

Everyone is being encouraged to use the new "Any representations" system and MOD(N) plan to publish periodically a selection of the more important questions or suggestions.

### 'Discussions' on Egypt ships deal

Discussions are said to be continuing on the "package" deal under which three British warships would join the Egyptian Navy. One, the frigate Salisbury, was reported to have left the U.K. in September for Alexandria.

Members of the Egyptian Navy were embarked for what has been described as a "familiarisation" cruise, which took them to the Gibraltar areas. Later the ship returned to Chatham.

# PAY COMPARABILITY 'VITAL'

It remained vital that the Government's commitment to restore pay to full comparability with civilian earnings by 1980 was honoured completely, said the Vice-Chief of the Defence Staff (Personnel and Logistics) when he addressed SSAFA's annual meeting in London.

General Sir Edwin Bramall said that Servicemen expected pay increases early next year which would not be "dissimilar" to that of the police last September.

"There is no doubt that, rightly or wrongly, Servicemen and particularly married Servicemen and their wives consider themselves at a distinct disadvantage compared with those in civilian life."

### 'In the sun'

However, Service people recognised that significant steps were being taken to get them back to comparability with life outside, and a more "proper place in the sun."

General Bramall paid tribute to the "impressively good morale" and "immensely high professionalism" of Service people.

But he added, "I would be misleading you if I gave the impression that, quite apart from

the need for steadily increasing resources, there were not some nasty and ominous clouds on the horizon, mostly dealing with the manning position and the period of time when Servicemen and women are prepared to accept what many feel are far from adequate terms and conditions of service."

Servicemen felt that long working hours, calls on loyalty, sense of duty, and not infrequent hazards, had all too often over the years been taken for granted and were still not properly reflected in either pay or rates they had to pay for accommodation without much choice at or near their place of work.

### Commando badge

A new special skill badge for Commando-qualified R.N. and R.N.R. ratings has been approved, and initial supplies are expected to be available by the end of the year.

The new badges incorporate representation of the Commando fighting knife.

## BUBBLE GIRL JANICE!

With a smile that shows it's all in a day's work, Third Officer Janice Meehan relaxes after completing her first ascent through 100 feet of water in the submarine escape training tank in H.M.S. Dolphin.



It's a routine which plays havoc with your make-up, though — the French chalk on her nose was to keep the nose clip of her breathing apparatus in place.

"Taking a bubble bath was never like this — now I know how the bubble feels," said Janice, as she climbed out of her inflatable suit, assisted by PO Jim Hugman.

The escape tank's commanding officer (Lieut-Cdr Roy Anderson) said she had done better than most of the men — a "very good" rating at every stage of the exercise.

### TIGERFISH TESTS

Although all R.N. submariners practise escape drills as a routine, it is rare for a girl to "do the tank," which handles about 4,000 ascents a year. But Janice, who comes from Langbank, Renfrewshire, will shortly be spending a lot of time in submarines.

As analysis officer for the R.N. Torpedo Trials Unit at Faslane, she will next year make about 40 trips out to sea to test Tigerfish, the advanced acoustic homing torpedo that is really a kind of underwater guided missile.

## QUANTOCK SCHOOL

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A happy and successful boarding school for about 200 boys (fully recognised as efficient by the Department of Education and Science), stands at the edge of miles of forest in an area of outstanding natural beauty, high above and near the sea. Taunton is nearby, and London just over two hours away (Heathrow Airport via Reading is about the same distance). Fees are moderate and there are no "surprises." Service grants are available, in many cases supplementary County Grants. Age range: nine upwards. Applicants must be of at least average intelligence and average academic attainment.

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- The school's realistic "modern" outlook (though the organization is basically "traditional").
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- Almost 100% success with boys not expected to settle in a boarding school.
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## Refits go 'outside'

Maintenance and refit work on several Royal Navy ships is going out to commercial yards. This is because of heavy work loads and loss of capacity following this year's industrial unrest in the Royal yards.

The step, taken to meet the "slippage" and allow the Fleet to maintain its operational commitments, will involve mainly smaller vessels and auxiliary craft, although some larger R.N. ships are included. Patrol subs may also become involved.

H.M.S. Kent has gone to a Wallsend-on-Tyne yard for docking and essential defects work, and plans were made for H.M.S. Lowestoft to enter a Falmouth (Cornwall) yard for similar routine

maintenance. H.M.S. Wakeful has also entered a commercial yard for docking.

It is understood that tenders are out for refit work on H.M.S. Fearless and H.M.S. Kellington.

### Warrant swops

Married personnel may now, if they wish, transfer all four of their basic leave warrants within the U.K. to their wives or children.

## Discovery fund tops £½ million

A national appeal by the Maritime Trust for £850,000 to preserve H.M.S. Discovery and carry out other projects is off to a good start with more than half a million pounds already given or promised.

The Defence Secretary has approved transfer of ownership of the Discovery to the Trust from next April on their agreeing to restore and preserve the historic vessel as a museum. The aim is to establish an exhibition of exploration and discovery on board.

Besides her associations with Antarctica, the discovery — regarded as the last important three-masted wooden ship built in Britain — has had a varied career. Now lying at Victoria embankment, she has long been a magnet for tourists.

All inquiries and contributions should be sent to the Director of the Maritime Trust at 16 Ebury Street, London, SW1W 0LH.